

Intimations.

The Old . . .
Familiar Beverage
STONE GINGER BEER,
VCLEPT "POP."



\$1.75 per doz., less \$1.00 allowed
Bottles returned.

WATKINS,
LIMITED,
CHEMISTS, AERATED WATER
MANUFACTURERS,
APOTHECARIES HALL,
No. 68, Queen's Road Central, Hongkong.
FACTORY:—Mason's Lane.
WAI KIN TAI YEUK FONG.
房樂大建威
Branches also at
Canton, Shanghai, Hankow and Peking.
Hongkong, 19th February, 1902.

Intimations.

C. E. WARREN,
BUILDING CONTRACTOR,
WYNDHAM STREET (Opposite to the
CLUB GERMANIA).
SANITARY APPLIANCES SUPPLIED
and FIXED, DRAINAGE TRAPS,
WASTE PIPES, &c., CLEANSED and RE-
PAIRED. Sanitary Board Notices receive
prompt attention. Agent for MOSAIC TILES.
Price on Application. [538c]

WILLIAM MACLEOD, D.D.S.,
DENTIST.

Beaconsfield Arcade, Nos. 11 and 12,
2nd Floor. [77d]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJENS GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES, &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.
Hongkong, 14th May, 1896

Today's
Advertisements.

THEATRE ROYAL,
CITY HALL.

MR. HENRY DALLAS' MUSICAL
AND DRAMATIC COMPANY.

LAST NIGHTS! LAST NIGHTS!

MONDAY, 24th MARCH,
Grand production of the popular
American Musical Comedy
"THE CASINO GIRL."

TO-MORROW
(TUESDAY), 25th MARCH,
For one night only,
"A RUNAWAY GIRL."

WEDNESDAY, 26th MARCH,
"THE BELLE OF NEW YORK."

THURSDAY, 27th MARCH,
The enormously successful French
play
"ZAZA."

SATURDAY, 29th MARCH,
The celebrated farcical comedy,
"WHAT HAPPENED TO JONES."

To be followed by a GRAND VARIETY
CONCERT by the full strength of the
Company.

PLAN AT THE ROBINSON PIANO CO.

PRICES AS USUAL.
Hongkong, 24th March, 1902. [308d]

PUBLIC AUCTION.

THE Undersigned have received instruc-
tions from R. L. RICHARDSON, Esq.,
to Sell by
PUBLIC AUCTION,
on the 29th March, at 2 P.M.,
within the Residence,
"STRAWBERRY HILL," THE PEAK,
THE WHOLE OF
THE HOUSEHOLD FURNITURE,
THEREIN CONTAINED,
Comprising:—
TEAKWOOD EXTENSION DINING
TABLE, CHAIRS, DINNER WAGON,
SIDEBOARD with Glass, DOUBLE
SINGLE IRON BEDSTEPS, CUP-
BOARDS, CAMPHORWOOD WARDROBE
with Glass, TIENTSIN CARPETS and
RUGS, MARBLE TOP WASHSTANDS,
SHANGHAI BATHS, PANTRY and KIT-
CHEN REQUISITES, &c., &c.

ALSO,
A large assortment of PALMS and other
PLANTS.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 24th March, 1902. [355d]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship
"HAICHING,"
Captain Davis, will be despatched for the
above Ports, TO-MORROW, the 25th instant,
at Daylight.

For Freight or Passage, apply to
DOUGLAS LAFKAIA & Co.,
General Managers.

Hongkong, 24th March, 1902. [342d]

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"HUDSON" On 29th March.

"MARISTOW" On 23rd April.

"MOGUL" On 7th May.

"MAGDUFF" On 24th May.

"SATSUMA" On 7th June.

For Freight and further Information, apply
to
DODWELL & Co., LIMITED,
Agents.

Hongkong, 24th March 1902. [339d]

**AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.**

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID,
ADEN, COLOMBO, PENANG AND
SINGAPORE.

THE Steamship
"SILESIA,"
having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence delivery may be obtained.
This Vessel brings Cargo—
From Odessa, ex S.S. *Apollo* transhipped
at Port Said.

Optional Cargo will be discharged here.
No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Office of the Undersigned before
Noon, on the 31st instant, or they will not be
recognized.

No Fire Insurance has been effected, and
any Goods remaining in the Godowns after the
31st instant, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.

Hongkong, 24th March, 1902. [335d]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship
"LAISAC,"
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.
Cargo impeding the discharge, or remaining
on board after 4 P.M., the 26th instant, will be
landed at Consignees' risk and expense into
Godowns at East Point.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 24th March, 1902. [356d]

Intimations.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Cus-
dren's Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.

The Superiores will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1892.

A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1841.

Wine and Spirit Merchants.

SHERRY.

B. Superior Pale Dry, Din-
ner Wine, Green Seal Capsule \$10.80 \$0.90

C. Manzanilla, Pale Natural
Sherry, White Capsule 12.00 1.00

G.C. Superior Old Dry, Pale
Natural Sherry, Red Seal
Capsule 14.40 1.20

D. Very Superior Old Pale
Dry, Choice Old Wine, White
Seal Capsule 16.20 1.35

E. Extra Superior Old Pale
Dry, Very Finest Quality (old
bottled), Black Seal Capsule 24.00 2.00

B, C, and CC are excellent Dinner Wines,
D and E are After-Dinner Wines of a very
fine vintage. All are Superior Nerves Wines.

The following Wines, bottled in Europe,
have been specially selected, and procured
from the celebrated firm of Messrs. Geo.
G. SANDERMAN, SONS & Co., of London,
Oporto and Nerves:—

Per doz. Per bot.

LIGHT DRY \$15.00 \$1.25

SOLERA 21.00 1.5

VERY PALE DRY 21.00 1.75

FULL GOLDEN 24.00 2.00

PALE DRY NUTTY 27.00 2.25

FINE OLD BROWN 36.00 3.00

MADEIRA.

Per doz. Per bot.

GOOD 15.00 1.25

FINE 24.00 2.00

A. S. WATSON & Co., LIMITED,
The Hongkong Dispensary.

BIRTHS.

On the 9th of March, at Wuhu, the wife of
F. E. LUND, of a daughter.

On the 15th of March, at 1056, Chapoo Road,
Shanghai, the wife of JAMES E. INCH, of a son.

MARRIAGE.

On Feb. 15th at St. Mary Abbot's, Kensington,
by the Rev. Canon Pennell, D. D., JAMES
CAMPELL KER, Private Secretary to H. H.
the Sultan of Johore, to JESSIE MARY, widow
of the late Lieut. Lewis Duval Hall, 2nd Batt.
Rifle Brigade. No cards.

DEATHS.

At Surbiton, Feb. 15th, FLORENCE IRENE,
wife of Dr. C. J. Wharry.

On Feb. 18th, at Haut Mont, Jersey, THOMAS
WINDSOR, of Bangkok, Siam, aged 66.

On the 15th of March, at the Central Hotel,
the Bund, Shanghai, BARNET N. JENKIN, late
of Messrs. Lapraik, Cass & Co., Amoy.

The Hongkong Telegraph

HONGKONG, MONDAY, MARCH 24, 1902.

REUTER'S TELEGRAMS.

**MORE AUSTRALIANS FOR
SOUTH AFRICA.**

LONDON, March 21st.

In response to Mr. Chamberlain's request,
Australia intends to despatch 2,000 federal
troops to South Africa.

**THE FRANCO-RUSSIAN
DECLARATION.**

The Paris correspondent of the *Morning
Post* understands that the Franco-Russian
declaration is merely the facade of a new
and close understanding whereby Russia
pledges to support France elsewhere in
certain contingencies in return for French
support in the Far East.

**COTTAM & Co., NEW SCARVES and
TIES.**

COTTAM & Co., NEW HATS.

THE GRAND NATIONAL.

The following is the result of the race for
the "Grand National Steeplechase" run at
Liverpool to-day:—

Shannon Lass 1

Matthew 2

Manifesto 3

**SCENE IN THE HOUSE OF
COMMONS.**

During a debate in the House of Commons
on the Consolidation Bill, and on Mr.
Chamberlain mentioning that 2,500 burghers
were now fighting on the side of the British
in South Africa, Mr. Dillon, a Nationalist
Member, exclaimed traitors. Mr. Chamber-
lain retorted that Mr. Dillon was without
doubt a good judge of traitors, whereupon
Mr. Dillon called Mr. Chamberlain a
"damned liar," and refusing to withdraw,
was suspended.

LOCAL AND GENERAL.

A CASE OF PLAGUE is reported from
Nagasaki.

BABY CARRIAGES propelled by electricity
are in use in Paris.

RINDERPEST has broken out amongst the
cattle in Port Arthur.

THE BRITISH CRUISER *ASTREA* has
arrived from Woosung.

THE GERMAN MAIL of the 19th February
was delivered in London on the 21st inst.

SHANGHAI has been proclaimed as a port at
which infectious or contagious disease prevails.

THE IMPERIAL MARITIME CUSTOMS
GAZETTE for October-December, 1901, is
now to hand.

DISORDERLY CONDUCT at the Metropole
Hotel necessitated J. Alexander and W. Long
each paying \$3 into the Exchequer.

THE KING'S EXEQUATOR empowering
Mr. P. L. C. Claudel to act as Consul for
France in Hongkong has been signed.

ZAZA.

ANOTHER CHINESE GIANT, a rival of
the celebrated Mr. Chang, has been discovered
by Mr. Alec Marsh and taken to Shanghai.

DURING THE TEMPORARY ABSENCE
of the Colony of Mr. J. Wheeler, Mr. W. D.
Jupp will act as manager of the China Borneo
Co., Ltd.

THE FRENCH MAIL STEAMER *Oceanien*
only left Shanghai yesterday and consequently
she will not be able to depart from Hongkong
until early in the afternoon of Wednesday next.

NEW POST OFFICES:—On Hing, the
capital of An-hui province, rejoices in the fact
of now having a Post Office, run on European
lines. Six other postal departments have also
been established in other minor towns. The
Imperial Maritime Customs are in charge of
these new establishments.

THE RETURN OF VISITORS to the City
Hall Library and Museum for the week ending
23rd inst., shows:—

Library. Museum.

Non-Chinese 271 46

Chinese 96 2,594

Totals 367 2,640

**HONGKONG AND THE CORONA-
TION.**—A telegram has been received from
the Secretary of State for the Colonies to the
effect that the home authorities are willing to
have a representative contingent of volunteers
from Hongkong. Up till last Saturday after-
noon sixty-one names had been sent in to
Headquarters.

WEDNESDAY'S BAND PROGRAMME.
The following is the programme of music to
be played by the Band of the 15th Infantry
Hyderabad Contingent on the Garrison Recrea-
tion Ground, on Wednesday next, the 26th
instant, from 4.30 to 5.30 p.m.:—

1. March "The Dear Old Country" Carter.

2. Valse "Le Pilsir Cest Ma Vie" Jones.

3. Selection "A Gaiety Girl" Jones.

4. Barn Dance "The Boston Belle" Godfrey.

5. Intermezzo "On the Road to Moscow" Kilgus.

6. Mazurka Militaire "Gaba Au Clair" Missa.

Regimental March:—
God Save The King.

ZAZA.

ATTEMPTED SEIZURE OF A
LAUNCH.—A very daring attempted seizure
of a launch in the Canton river is reported. It
appears that whilst the launch which was towing,
a junk, was on its way to Heungshan from Can-
ton, a band of pirates suddenly boarded and
attempted to effect a seizure. A fight ensued,
which terminated in the entire capture of the
ship's guards by the robbers, who immediately
landed with their prisoners, and allowed the
launch and junk to go in peace. The funny
part of it was the entire absence of the usual
plundering of the passengers' baggage, and
the ransacking of the cash boxes on the boats.
It is believed that the object of the robbers in
capturing the guards is to demand ransoms from
their various relations.

**COTTAM & Co., NEW SCARVES and
TIES.**

COTTAM & Co., NEW HATS.

FOR UNLAWFULLY STOPPING his boat
in the harbour contrary to regulations Tau
Yat will now stop in prison for a month as he
had not \$20 to settle the fine with.

THE RE-APPOINTMENT OF DR. HO KAI
to be an Unofficial Member of the Legislative
Council for a further period of six years is notifi-
ed in the *Gazette*.

THE REV. GUSTAV ADOLPH GUS-
MANN has been recognised as President in
Hongkong of the Basel Evangelical Mission-
ary Society.

OWING TO PRESSURE on our columns we
are reluctantly compelled to withhold until to-
morrow's issue the report of the annual meet-
ing of the Hongkong General Chamber of
Commerce.

AMPHITRITE SEAMAN DROWNED.—
As H.M.S. *Amphitrite*, from the China station,
was entering Plymouth Sound on the 22nd
February, Thomas D. Goldsmith, an able sea-
man, fell overboard and was drowned.

ZAZA.

EASTER HOLIDAYS:—In addition to Fri-
day, the 28th, and Monday, the 31st inst.,
Saturday, the 29th inst., will also be observed
as a holiday in the Government Departments,
except in that of the Police Magistrate.

TWO MORE CASES OF CHOLERA, have
been reported. In both cases the victims were
Chinese. One was found in No. 138 Des
Voeux Road Central, and the other in Gillman
Bazaar. Both cases terminated fatally.

SEVEN TAELS of prepared and three of
dross opium were found in the possession
of Cheung Kwai. He had no certificate, and
went merrily to work preparing opium. For
the next 14 weeks he will pick oakum at the
galol.

A DRUNKEN PORTUGUESE, Manuel
Passos, a Portuguese, and styling himself as a
clerk, was arraigned before Mr. Kemp this
morning for being drunk and disorderly. His
experience cost him \$3, which he promptly
paid.

HOMEWARD BOUND:—Captain Under-
wood, H.K.V.C. Mr. and Mrs. Rodgers and
family, Jardine's Sugar Work, Mr. J. McKinlay,
of the *China Mail*, and Mr. Duncan, an
employee of the Peak Tramway Company,
left for home yesterday by the steamer *Sasuki
Maru*.

POPULAR BANK OFFICIAL FOR HONG-
KONG.—Mr. J. H. MacLaren, the popular
accountant of the Hongkong and Shanghai
Bank, who is leaving Shanghai to take over
charge of the Bank's Branch at Hongkong, has
been entertained to dinner by the stock and
share brokers in the Port. Mr. James Buchanan
presided, and a most enjoyable evening was
spent with song and sentiment.

STAMP RETURNS:—From the returns of
stamp revenue for February 1902 and 1901 it
appears that there has been a decrease in the
latter month of \$5,252.83. Of this loss Con-
veyance or Assignment accounts for no less
than \$10,000, while Adhesive Stamps show a
drop of \$2,046.88. The principal increases are
shown in:—Banknote Duty, \$2,002.06; and
Probate, or Letters of Administration, \$1,964.

ZAZA.

EXTRAORDINARY MISHAP:—While the
torpedo-boat-destroyer *Cherful* was under-
going torpedo trials in the basin at Chatham
Dockyard she met with an extraordinary
mishap. A torpedo had been fired when some-
thing went wrong with the steering-gear, and
the missile suddenly turned and dashed straight
at the vessel, striking her below the water-line.
Several plates were damaged, and she shipped a
quantity of water.

OIL BORERS IN NEW MEXICO have
struck an artesian well at a depth of 200ft.
which swept 1,000 gallons per hour through a
zin hole. The spot where this occurred is the
heart of the "Journey of Death Desert," which
is one of the most arid regions known, and the
water thus found will prove far more valuable
than any oil well. During the Mexican war,
out of 165 soldiers who attempted to cross the
desert, all but 14 perished.

THE EMPRESS DOWAGER STUDYING
ENGLISH.—From native sources we learn
that the Empress Dowager has engaged Choy
Kam Far, a notorious woman of questionable
character, as tutor. This woman, who speaks
and reads the English language fluently, was
formerly in Shanghai, but went up to Peking
after the suppression of the Boxer Rebellion.
How she got into the good graces of the
Empress Dowager, we are unable to discover.

CHOLERA.—From private advices received,
we are informed that cholera has made its
appearance in Macao. Since Friday last,
seven cases have been reported, all of which
terminated fatally. The toll disease does not
show any sign of abating in Faisian. Busi-
ness is at a standstill, whilst the majority of
the inhabitants have fled to their homes. In
Canton the disease is still making headway,
and from a private communication received we
learn that the Europeans, staff of the Imperial
Maritime Customs are housed in their boats.

**COTTAM & Co., NEW SCARVES and
TIES.**

COTTAM & Co., NEW HATS.

THE VERDICT OF EUROPE

IS THAT

Buchanan's Scotch Whiskies
ARE THE BEST.

DISTILLERS BY ROYAL WARRANTS TO KING EDWARD VII.

PURVEYORS TO THE HOUSE OF LORDS AND HOUSE
OF COMMONS.

THE CELEBRATED HOUSE OF
COMMONS BLEND,
better known as

BLACK AND WHITE,

Price \$15.25 per Case.

BUCHANAN BLEND,

Price \$13 per Case.

SOLE AGENTS:

MR. GERALD BALFOUR, speaking at a dinner of the Associated Chambers of Commerce, said the signature of the Sugar Convention was a triumph of British diplomacy and a victory for free trade.

WIRELESS TELEGRAPHY.—The Canadian government has submitted to Parliament an agreement with Signor Marconi granting him \$80,000 dollars for the establishment of a trans-oceanic service at the maximum rate of ten cents per word.

THE HON. TREASURER of the Alice Memorial and Netherland Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—

Chun On Fire Insurance Co., Ltd.	\$25
Man On Insurance Co., Ltd.	25
V. A. C. H.	10
A. Rodger	10
A. Shaw	10
W. H. R.	10
Levy Hermanos	5
Rev. Mr. Zimmerling	5
W. A. Ruble	5
Sums under \$5	16

ZAZA.

ANOTHER FLYING MACHINE.—An Antwerp Engineer is said to have submitted the plans of a new type of flying aerial machine to the Belgian Minister of War. Adequate particulars have not yet reached us. All we hear is that the car is to be propelled by air. The balloon is cigar-shaped, and has an aluminium tube running through it from end to end. An eight-bladed screw is placed at the end of the tube, and is driven by a motor fixed immediately above the car. The inventor claims that the rotation of the screw will produce a vacuum in the tube, and the rushing in of the outer air to fill the vacuum will propel the balloon at a speed of 20 metres a second.

A CROW YARN.—"Waverley" weighs in with a tall crow yarn from Bangalore. He writes: "Who says birds are not sensitive? The other day, one of my acquaintances bought one of those pious made by natives into toys, out of which an imitation snake springs out as soon as the lid is removed. After ridding the changes on his friends, my acquaintance thought he'd try the effect on a crow, he fastened a piece of banana on to the lid, and then buried the gourd—all but the top—in the ground, in a place where crows were in the habit of prospecting for tiffin. Very soon a festive old cock crow came along, and after reconnoitring the gourd half a dozen times made a dig with his beak at the banana. Of course, the lid came off, and the snake popped out. What happened? Why? the crow fell down stone dead instantly. I know it was fright—sheer funk—for, on examination, we found its heart jammed in its throat."—*Asian*.

LADY CURZON'S ROMANCE.—An amusing story is related of Lady Curzon of Kedleston, formerly Miss Mary Leiter, of Chicago. It was in Washington that a young *Attache* of one of the Embassies became so conspicuous in her service that, owing to a funny little incident, he eventually gave up the post. It happened in this way. The infatuated young man, knowing that Miss Leiter was going to a certain ball, went out one day and ordered a large box of American Beauty roses, which he took with him, stopping on the way home to make a purchase of winter fannels, etc. One box was handed over to his valet, while, a few hours later, Miss Leiter opened the second, together with a card entreating her "to wear these for my sake," and discovered the young diplomatist's fannels! The story soon penetrated to his club, and, not at all appreciating the laughter at his expense, he shortly after accepted an appointment elsewhere.

ZAZA.

ERADICATING THE PRICKLY-PEAR.—The Department of Agriculture in Queensland has resolved to offer the substantial reward of £5,000 for the discovery of a means of eradicating the "prickly pear." A proviso will be made that the cost must not exceed a certain sum per acre, and the Department will have to be satisfied that the means adopted are efficacious. As it is the Department has a process evolved from the experiments at the Westbrook State Farm, but the cost per acre is too great. "Prickly pear" (*Opuntia vulgaris*) is a cactus, imported from America, which flourishes in hot dry climates, the leaves are covered with minute prickly hairs, which come off on the plant being handled and occasion suffering to whatever animals they attach themselves to. Of late years the "prickly pear" has spread very much in parts of Australia, and the action which the Government of Queensland is taking in offering a reward for its eradication is very wise. The plant has yellow blossoms and purple fruit, and only by personal experience is its dangerous property discovered.

THE KWANG-SI REBELLION.

[From our own Correspondent.]
CANTON, 23rd March.
Rumours have been flying all over the City this morning about the Kwangsi rebellion, all pointing in certain very important news. As yet the populace are unable to glean any facts, as the authorities have exercised a strict censorship on all telegrams received, and over the native newspapers. As soon as I get any important news, shall notify you.

COTTAM & CO. DENTS DRIVING GLOVES.

THE VOLUNTEER INSPECTION.

Climatic conditions did not tend to make the annual inspection of the Hongkong Volunteer Corps a very pleasant function for during the whole of Saturday afternoon a thin penetrating rain fell without a break rendering the roads muddy and slippery and the khaki uniforms of the men damp and uncomfortable. But the ceremony had to be faced and it was gratifying to note that out of a total strength of 318 no less than 261 men answered to the roll-call. Of the remaining 57, 24 were sick and 8 absent under medical certificates, so that 22 only failed to attend, and of those almost a dozen are out of the Colony on leave. After the march out from Headquarters to the polo ground at Causeway Bay the corps were formed up and inspected by Major General Sir W. J. Gascoigne, who was accompanied by three staff officers. The general salute was first accorded the Major General, the men's accoutrements were then examined, and the march past followed after which an advance in review order took place. The corps then formed up in three sides of a square and were addressed by the inspecting officer who observed that he had nothing to add to remarks he had given expression to on previous occasions. The inspection had been highly satisfactory alike in the numerical strength of the parade and in the manner in which the evolutions had been carried out. It was a sincere pleasure to him to see the serious way the regiment was assuming the responsibilities incidental to its existence, and he trusted that such praiseworthy efforts would not be permitted to relax, for, as had already been said, the Corps now occupied an important place in the defence scheme of the Colony. While the regiment had considerably advanced in efficiency since he took over the command of the Garrison here, Major General Gascoigne desired to say that personally, he took no credit for what had been accomplished in that direction; the honour lay with the officers attached to the Corps, and in no small measure with the present acting Commandant, Major Chapman. Captain Pritchard had now been appointed to the position of Commandant, and with his arrival here, a new influence that could only tend to the continued betterment of the Corps. Continuing in the same strain, His Excellency said that the regiment had that day been paid the highest compliment almost possible for it to receive, for at a special meeting of the Executive Council convened by him to discuss the question it had been decided that those best entitled to represent the Colony at the forthcoming Coronation of His Majesty were the men who gave their services to the Colony. A telegram had been received from the Secretary of State to the effect that the home authorities were willing to have a representative contingent from Hongkong to take part in the Coronation procession, and it had been unanimously decided by the Executive Council that the formation of that contingent should be left to the Volunteer Corps. That those selected to go home to London to represent the Colony would acquire themselves as men, as true soldiers of the King and the Empire, he was fully confident.

Major-General Gascoigne afterwards presented the Challenge Shield to "C" Machine Company, which has won it two years in succession. On returning to Headquarters, Major Chapman, before dismissing the parade, expressed his thanks to all ranks for the enthusiasm with which they had acted under his command. As to the men to be selected to go home in connection with the Coronation, it had been decided by His Excellency the Officer Administering the Government to call for more names, in order to facilitate the work of selection. Those who were chosen to go to London would be carried there and back at Government expense, and would travel according to their rank; in London they would probably be quartered in barracks, and would be under strict military discipline. Concluding, Major Chapman said that names should be sent in as soon as possible, including the providing of new uniforms.

The men were then dismissed.

MR. JOHN ROBERTS, THE BILLIARD CHAMPION IN HONGKONG.

Last night, Mr. John Roberts, the billiard champion, gave an exhibition of his skill at the Chinese Club. The room was crammed, and the brilliant and scientific manner in which the champion used his cue called forth frequent applause. He first played against Mr. E. H. Hinds and afterwards, Mr. A. G. Stokes, both games being of 750 up. He conceded to the former gentleman 450 points and 475 to the latter. In both games the champion won by 105 and 68 points respectively. His highest breaks were 91, 88 (unfinished) 76, 72 and 67 in the first game, and 211, 87, 83, and 68 in the second. Mr. Hinds's were 19, 18, and 13, whilst Mr. Stokes's were 36, 22, and 19. Two games of "pyramids" followed, the champion playing the same gentlemen, and conceding 5 points to each. In the game with Mr. Stokes, Mr. Roberts won easily, but lost to Mr. Hinds by one point. A series of trick billiards followed, chief amongst which was the "jumping" of the red ball over the gas chandeliers, which evoked storms of applause. The proceedings terminated at 12.30. To-night Mr. Roberts will play at the Hongkong Club at 9.15 and to-morrow at 5 p.m.

COTTAM & CO. PLAID RUGS and SILK MUFFLERS.

FAST STEAMERS FOR THE FAR EAST.

A home paper explains why fast steamers do not run to the Far East, India, Australia, and the Cape. There are many reasons, probably the chief of which is that passengers will not pay more than £70 or £80 for the longest journey eastwards, whereas rich Americans—always growing more wealthy and adding to their numbers—will pay as much as £200 each for a single quick trip across the Atlantic. Then, again, there are many ports of call on the Eastern routes, where the great liners stop from twelve to forty-eight hours, but once a steamer has put out into the Atlantic she has nothing to stay her progress except the unforeseen. It is the same on the long Oriental journeys as with America-bound steamers—engines with greatly increased horse-power would be needed. Coaling stations on the eastern routes are far apart, and for quick passages, such as are made on the North Atlantic, enormously increased space on the Oriental liners would be required for the storage of fuel. The Suez route takes only steamers drawing not more than 26 ft., and, again, the heat of the Red Sea is such that it is impossible to condense the steam with sufficient rapidity. Thus the journey from Port Said to Aden, a distance of only 1,400 miles, occupies nearly five days, twenty-four hours being actually spent in traversing the Canal, which is only eighty-seven miles.

THE BOER AND THE BAYONET.

It is a circumstance worth nothing in connection with the present phase of the war in South Africa that the Boers appear to have overcome their dread of the bayonet. The tactics which the Boers invariably adopted and which were the despair of our troops were to fight at long range, prevent our men from coming to close quarters and to retreat when hard pressed. The Boers evidently believed that it was foolish to fight at close quarters or they dreaded the bayonet and the lance. The war correspondents used to send thrilling and graphic accounts of gallant charges with bayonet and lance by our troops and of the great dread with which these weapons had inspired the Boers, and the general belief was that the Boers feared a bayonet or cavalry charge and could never be induced to stand up against it or to come to close quarters with our troops. Whether the conclusion was correct or not, the Boers seem to have overcome their dread of the bayonet, for they have changed their tactics altogether and now do not hesitate to rush our troops. A number of instances have occurred in which our troops have been charged by the mounted Boers, the latest being near Klerksdorp, where the enemy is said to have recklessly charged on the convoy and succeeded in capturing it although our soldiers opposed them with fixed bayonets.

A MAGNETIC MOUNTAIN.

This will recall to the memories of many old associations with "Sinbad the Sailor," and the remarkable loadstone mountain that pulled out all the nails from ships' hulls, and caused them to founder. A few interesting details have been gleaned from the Norwegian papers, as to the dangerously magnetic properties of a "mountain" in the Jæderen province, on the Norwegian coast. There can be no question as to the existence of the "mountain," though its dimensions have been greatly exaggerated. It is, in fact, a great straggling dune, of about 1,000 yards in length. The bulk of the dune is composed of sand, with which, however, is intermingled such a large proportion of loadstone in minute fragments that the compass of a ship coming within a certain distance of the coast at once becomes wildly deranged, and it happens far from infrequently that the vessel is stranded.

AMERICAN DOCTOR'S SELF-SACRIFICE.

A Brooklyn physician has made the startling offer of his life as a sacrifice on the altar of scientific research. Dr. James Edwin Russell, of No. 1,032 Bedford Avenue, invites the surgeons to use his body as a subject for vivisection, and does so in the following terms:—"I hereby offer myself as a subject for vivisection in any direction or along any lines whatsoever which may be selected. I will myself, when able and competent, assist my vivisectors by such notes as may be of interest and value to them or me. The experiments are to continue until I am too exhausted to be of future value as a subject, or until I succumb. Should I survive at the end of the year of observation and experiment, I hereby stipulate that I may elect to be released from further service."

Dr. Russell says that he has consulted counsel to ascertain if any legal step might be taken to prevent him from carrying out his intention and says he has been advised that he may proceed without any risk of interference. According to the *Telegraph* correspondent Dr. Russell is forty-four years of age, has been practising as a physician for twenty-two years, and is a graduate of the New York Homoeopathic University. He states that his sole object in making this unparalleled offer is to further scientific knowledge. He believes that by this course he will be able to silence what he terms the rant of the anti-vivisectionists.

COTTAM & CO. ENGLISH and AMERICAN SHIRTS, BOOTS and SHOES.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from M. GROTE, Esq., to Sell by PUBLIC AUCTION, TO-MORROW (TUESDAY), the 25th instant, at 2 P.M. sharp, within his residence at CONDUIT ROAD, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE, Comprising:—SILK COVERED DRAWING-ROOM FURNITURE, BRASS BEDSTEADS, TEAKWOOD EXTENSION DINING TABLE, DINING-ROOM CHAIRS, CARPETS, RUGS, One set of WHITE LACQUERED AMERICAN BED-ROOM FURNITURE, CORNICES, PICTURES, ENGRAVINGS, CURTAINS, SILK EMBROIDERY SCREENS, JAPANESE INLAID PLAQUES, ELECTRIC FAN and BATTERY, BRONZE BUSTS and ORNAMENTS, OVERMANTLES, DINNER WAGGONS and SIDEBOARD, COOKING STOVE and UTENSILS, &c., &c.; AND One COTTAGE PIANO and One IRON SAFE by the Hall's Safe Co., Cincinnati, O.; ALSO: A Quantity of PLANTS in Pots. TERMS:—As Usual. HUGHES & HOUGH, Auctioneers. Hongkong, 22nd March, 1902. [352d]

PUBLIC AUCTION.

THE Undersigned have received instructions from the VICTUALLING STORE OFFICER to Sell by PUBLIC AUCTION, on WEDNESDAY, the 26th March, at 11 A.M., at H.M. NAVAL YARD, About 50 GALVANIZED IRON BISCUIT TANKS. TERMS:—As Usual. HUGHES & HOUGH, Government Auctioneers. Hongkong, 20th March, 1902. [341d]

PUBLIC AUCTION.

THE Undersigned have received instructions from I. T. M. WHELELY to Sell by PUBLIC AUCTION, on TUESDAY and WEDNESDAY, the 1st and 2nd April respectively, at 2 P.M. Sharp on each day, within the Residence, "GRENCROFT," Robinson Road, Kowloon, THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE THEREIN CONTAINED, Comprising:—SILK TAPESTRY DRAWING-ROOM FURNITURE, BLACKWOOD CABINETS, STOOLS, and FLOWER STANDS, CARPETS and RUGS, PAINTINGS, ENGRAVINGS, MOROCCO COVERED DINING-ROOM SUIT, TEAKWOOD EXTENSION TABLE, CHIP INLAID CHAIRS, DINNER WAGON, SET OF VALUABLE GLASSWARE, CUTLERY, Shanghai Make DOUBLE WARDROBES, DRESSING TABLE, WASHSTAND with BEVELLED GLASS, OVERMANTLES, BOOKCASES, KEW-KIANG FLOWER STANDS, HATSTAND with GLASS, BRONZE FIGURES, SATSUMA VASES and BOWLS, PLAQUES, CORNICES, CHERRY-LACQUERED TEA-TRAYS, SCREENS, 2 PLUSH COVERED CHAIRS, CARVED WOOD FIGURES, LAIDS ROCKING CHAIR, TEAKWOOD SIDEBOARD with BEVELLED GLASS, MARBLE-TOP WASHSTANDS, PANTRY and KITCHEN REQUISITES as usual; AND 1 BAROMETER by R. H. Cogswell, Halifax; 1 TELESCOPE by G. Falconer & Co., Hongkong; 1 SWIFT BICYCLE, 2 RICKSHAS, and 1 COTTAGE PIANO by Schredmayer and Schue, Stuttgart; ALSO: A Large Assortment of PALMS and other PLANTS with POTS and STANDS. TERMS:—As Usual. On view on Sunday and Monday, 30th and 31st instant. HUGHES & HOUGH, Auctioneers. Hongkong, 22nd March, 1902. [353d]

For Sale.

FOR SALE.

TWO BOILERS, CYLINDRICAL, RETURN TUBULAR, 7 ft. diameter x 8 ft. long. Fox's corrugated furnace, 3 ft. diameter, working pressure 120 lbs. complete with Smoke-box, Funnel, &c. ONE BOILER, vertical, with cross tubes, 3' 6" diameter x 7' 6" high, working pressure 100 lbs. ONE BOILER, vertical, 3' 6" diameter x 8' 0" high, with cross tubes, working pressure 100 lbs. The above are quite new, being just completed, and can be seen at Kowloon Dock. Prices and further particulars may be had on application to CHIEF MANAGER, HONGKONG AND WHAMPOA DOCK CO., LIMITED. Hongkong, 20th March, 1902. [340d]

Masonic.

VICTORIA PRECEPTORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS HALL, on WEDNESDAY, the 26th instant, at 8.30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to attend. Hongkong, 21st March, 1902. [347d]

EDUCATION: WEL-HAL-WEI SCHOOL.

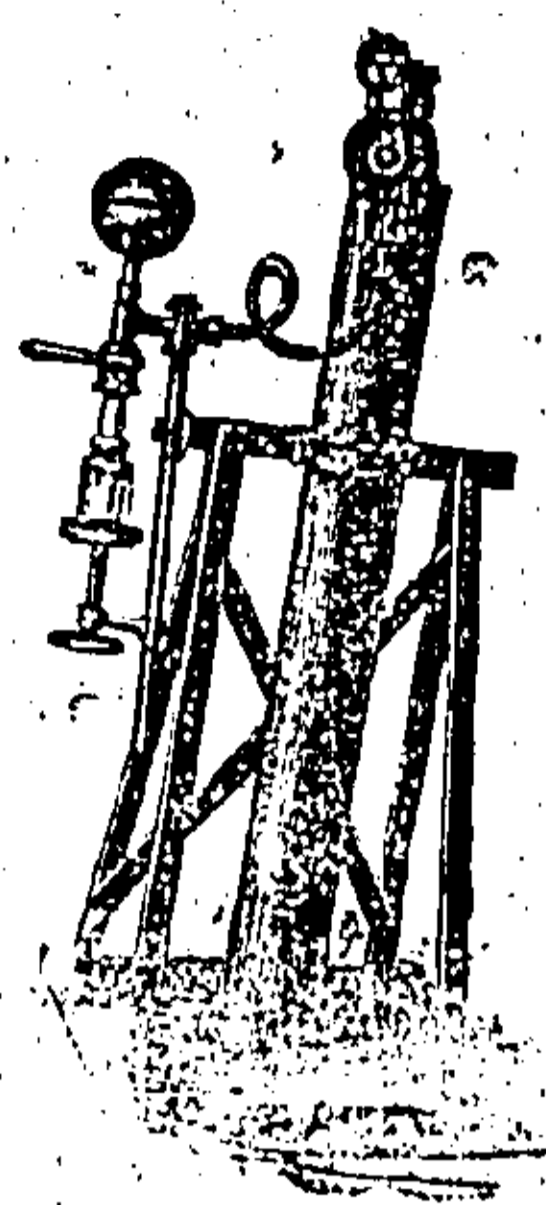
AN ENGLISH SECONDARY SCHOOL where a thorough all-round education is provided on modern lines. Pupils prepared for the Public Schools, the Royal Navy, and for commercial life, including climate. Healthy situation, facing South. Half term, March 15th. Summer term begins May 5th. PRINCIPALS:—HERBERT L. BEER, London University, L.C.P., Resident Assistant Master of Truro College, Cornwall. CHAS. E. BEER, London University, L.C.P., Late of Queen Elizabeth's Grammar School, Blackburn. 20th February, 1902.

Incandescents.

INCANDESCENT GAS LIGHT.

The Undersigned, being Sole Agents for the Undersigned, being Sole Agents for Dr AUER von WELSBACH Co., VIENNA, THE INVENTORS OF INCANDESCENT GAS LIGHT. ARE SELLING THE ONLY GENUINE MANTLES, The Price of which has been reduced to FIFTY CENTS per piece. BEWARE OF INFERIOR IMITATIONS! KRUSE & Co., CONNAUGHT HOUSE.

GAMES OF ALL KINDS. W. BREWER & Co., BOOKSELLERS, STATIONERS, PRINTERS, ACCOUNT BOOK MANUFACTURERS, 23 & 25, QUEEN'S ROAD. LADIES' AND GENTLEMEN'S BOOTS AND SHOES. EGYPTIAN CIGARETTES. INDIAN CIGARS. BOX'S EXCHANGE TABLE.—New Volume, 1/8 to 1/10th \$10. Hongkong, 20th March, 1902. [34d]



NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO. [733c]

NEW YORK LIFE INSURANCE CO. The Oldest and Largest International Life Insurance Company in the World.

SUPERVISED BY 82 GOVERNMENTS. Written Business 1901 exceeds \$5,800,000 Gold. Actual Paid for Business 1901 exceeds \$260,000 Gold. A note or a Telephone Message from those wishing an "up-to-date" policy will receive immediate attention.

HECTOR W. SAMPSON, Special Representative, Hongkong Hotel. [1374c]

HIRANO WATER.

A natural clear, sparkling and effervescent Mineral Water, bottled in its NATURAL CARBONIC ACID GAS of the Hirano Spring of Hiogo Ken, Japan. It mixes excellently with WINE or SPIRITS, and is PERMANENT IN QUALITY.

ANALYSIS PROVES ITS PURITY. PATENT CORKING.

SIEMSEN & CO.

Sole Agents, Hongkong and South China.

E. C. WILKS & Co., MARINE ENGINEERS, SHIP CONTRACTORS AND SURVEYORS. Collisions and Damages Surveyed for Insurance Companies, Ships' claims and Specifications Prepared. Office: 8, Queen's Road Central. Hongkong, 8th November, 1901. [1214c]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPURIE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION of the BOWELS. Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale by THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

12th October, 1898. [2]

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOS, SILKS, CARVED IVORYWARE, AND CRASSCLOTHS AND GENERAL EXPORTERS.

No. 35, Queen's Road Central, Next Door Messrs. LANE, CRAWFORD & Co. Hongkong, 20th November, 1901. [1256c]

BRITISH NORTH BORNEO.

WANTED. A POSTMASTER, British North Borneo Government, a CLERK experienced in Postal Matters. Salary \$80 per mensem. Apply giving full Particulars and Testimonials to the Secretary to the Governor, LABUAN, 17th February, 1902. [206d]

BRITISH NORTH BORNEO.

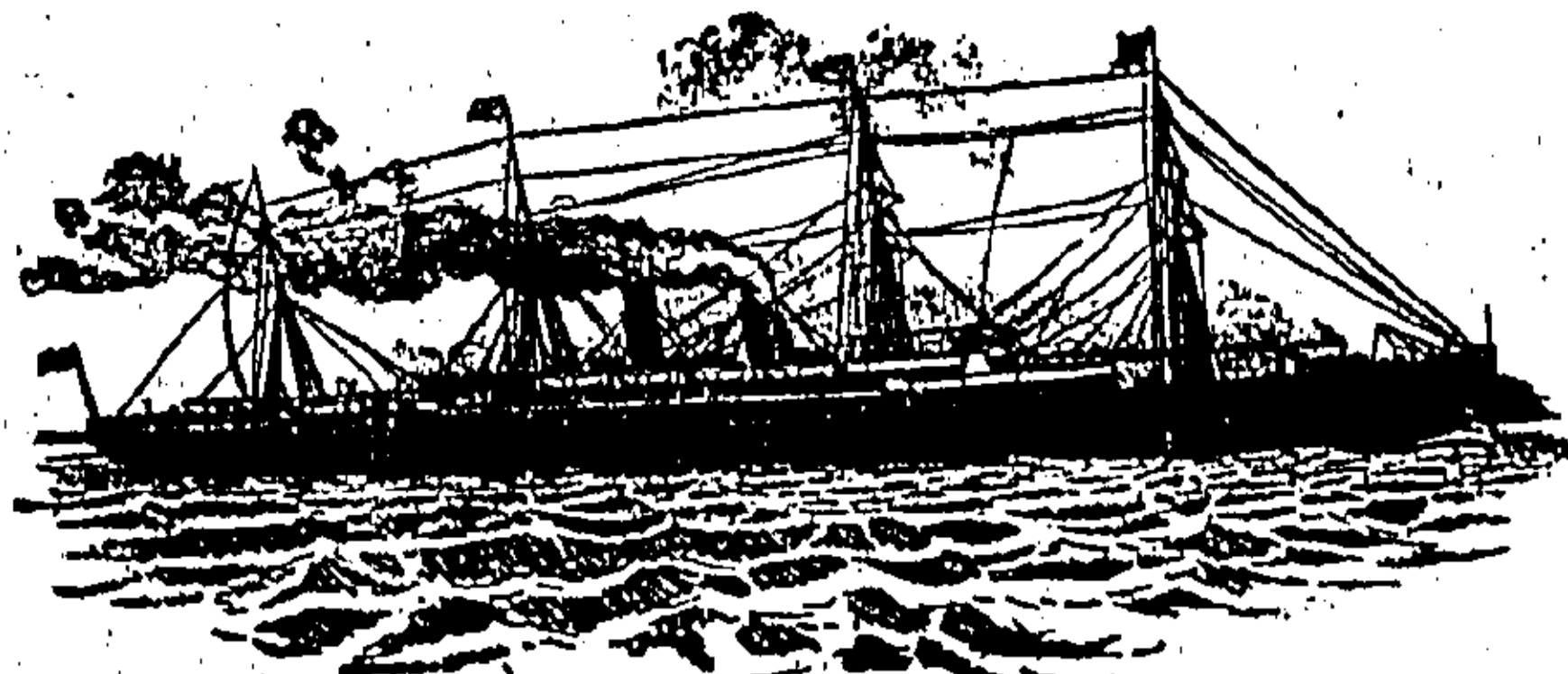
WANTED. AN EXPERIENCED FOREMAN for a Government Timber Mill. Must be thoroughly acquainted with the erection and management of Timber-cutting Machinery. Forward copies of recent testimonials and state Salary required to DIRECTOR OF PUBLIC WORKS, SANDAKAN. 22nd February, 1902. [151d]

WORTH A GUINEA A BOX. BEECHAM'S PILLS

FOR ALL BILIOUS and NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, and FEMALE AILMENTS. ANNUAL SALE SIX MILLION BOXES. 50 CENTS per Box. Prepared only by the Proprietor:—THOMAS BEECHAM, St. Helena, England. SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA:—WATKINS, LIMITED, APOTHECARIES' HALL, 50, Queen's Road Central, Hongkong. [11]

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	TUESDAY, 25th March, at Noon.
"NIPPON MARU"	THURSDAY, 27th April, at Noon.
"PERU"	FRIDAY, 10th April, at Noon.
"GOPTIO"	SATURDAY, 19th April, at Noon.
"AMERICA MARU"	TUESDAY, 29th April, at Noon.
"CITY OF PEKING"	TUESDAY, 6th May, at Noon.

THE O. & O. Company's Steamship "DORIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, to-morrow, the 25th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

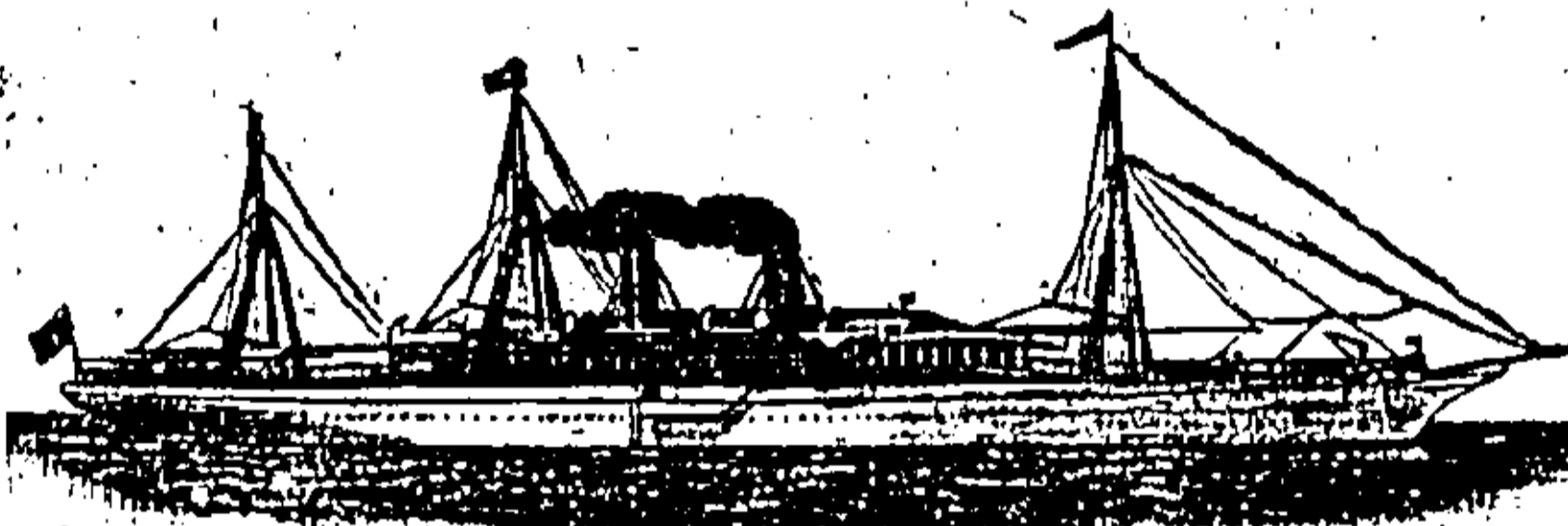
Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full, value in words, and each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

Merchants' Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 18th March, 1902.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 2nd April.
R.M.S. TARTAR	Comdr. E. Beetham, R.N.R.	WEDNESDAY, 16th April.
EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 23rd April.
EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 14th May.
R.M.S. ATHENIAN	Comdr. H. Mowatt	WEDNESDAY, 21st May.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 12th March, 1902.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OBERSTÄDTISCHER FRECHTAMPFER-DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE ADRIATIC, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
ARMENIA	GENOA AND HAMBURG. (Calling at SINGAPORE).	25th Mar.	Freight.
Sachs	MARSEILLES, HAVRE & HAMBURG. (Calling at SINGAPORE AND PENANG).	26th Mar.	Freight and Passengers.
KONIGSBERG	HAVRE AND HAMBURG. (Calling at SINGAPORE AND COLOMBO).	9th April.	Freight.
BAMBERG	HAVRE AND HAMBURG. (Calling at SINGAPORE AND PENANG).	23rd April.	Freight.
Adria	HAVRE AND HAMBURG. (Calling at SINGAPORE AND COLOMBO).	7th May.	Freight.
Knuth	HAVRE AND HAMBURG. (Calling at SINGAPORE AND PENANG).	21st May.	Freight.
SEGORIA	HAVRE AND HAMBURG. (Calling at SINGAPORE AND PENANG).	8th April.	Freight.
Foerck	HAVRE AND HAMBURG. (Calling at SINGAPORE AND PENANG).		
SAXONIA	HAVRE AND HAMBURG. (Calling at SINGAPORE AND PENANG).		
Jaeger	HAVRE AND HAMBURG. (Calling at SINGAPORE AND PENANG).		
ARAGONIA	NEW YORK via SUEZ CANAL.		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 1st March, 1902.

CHINA AND MANILA STEAMSHIP
COMPANY.

IMPORTANT MEETING.

MANY QUESTIONS ASKED.

There was a very large attendance of shareholders at the nineteenth ordinary general meeting of the China and Manila Steamship Company held at noon last Saturday at the offices of the General Managers, 14 Des Voeux Road. Mr. R. Shewan presided, and others present included Messrs. N. A. Siebs, H. P. White, D. E. Brown, and G. H. McDhurst (Directors), Dr. Noble, Messrs. D. Gillies, G. K. H. Brutton, G. L. Tomlin, G. T. Velich, C. Palmer, A. Babington, T. Arnold, S. A. Joseph, E. S. Joseph, A. G. Gordon, P. C. Potts, S. J. Michael, J. R. Michael, S. S. Benjamin, C. Klink, H. Humphreys, C. Ewins, A. C. S. Manners, J. S. Perry, A. G. I. Somerville, J. McMurtrie Ho Fook, Fung Wa Chun, Siu Un, and many others.

The notice convening the meeting was first read.

The Chairman then said:—Gentlemen, as usual we will, with your permission, take the reports and accounts, copies of which have been in your hands for some days past, as read. The profits for the year show a falling off, as cargo was rather scarce for a few months, but I am glad to say that this did not last long. Since then the traffic between this place and the Philippines has increased, we have at last begun to get some return cargo from Manila, the cooile trade has revived again, and the saloon passenger trade continues to grow and justifies us in every respect in the step we took in building boats of the size and class of the *Zafro* and *Rubi*. In proof of this I may tell you that we have already had to increase the saloon accommodation of these boats since they came out here. Under all the circumstances and bearing in mind that we had the benefit of running one of the new boats for only one month I think a net profit of \$115,000 after ample allowance has been made for depreciation, cannot be considered unsatisfactory. It is a great disappointment to us that we cannot pay a dividend out of these earnings, but a glance at the accounts will show that this is impossible as we have no funds in hand available for such a purpose. To complete the purchase of the new boats we have had to borrow £50,000 from London, giving a mortgage on the vessels themselves as security, and this loan has been written down in the present accounts to an exchange of 1/9 which explains the item of \$49,000 odd against "exchange adjustment &c." To provide for the repayment of this loan we issued additional capital to the extent of \$500,000 but notwithstanding the encouragement to make this issue that we received at the time, and the promises of support that were made to us, I am sorry to say that when it came to the point a great many shareholders were found wanting and foolishly, as I think, instead of protecting their property have preferred to abandon their interests and sell out at panic prices. I am glad, however, to say that not all have acted in this manner; so far over 50 per cent of the new capital has been taken up and when the weaker vessels have all retired the result will be that the shares will be in stronger and better hands. I understand that the opposition that has recently come on the line has been the cause of frightening shareholders into thinking that the outlook for this Company is very black. I cannot say that I take that view, the trade with the Philippines is growing very largely and although more ships come on against us I think that is equally compensated for by the increased volume of cargo going forward. We are in conjunction with the other two lines and are watching the situation very carefully and I can assure you gentlemen, that we will not waste money needlessly. It is not desirable at a public meeting to enter into the details of what we are doing, but I may assure you that the interests of the Company will be very carefully guarded. We have two of the finest boats that have ever been on this Coast and their popularity as passenger and cargo steamers has, been most clearly demonstrated. They are favourites with shippers on account of their larger cargo capacity, as when there is a rush of cargo there is much less danger of any being shut out and causing confusion and trouble with broken shipments. In such cases Chinese shippers are very apt to combine and take up some cheap cargo boat that may be offering in the market, a danger that these larger carriers obviate. The two small boats the *Esmeralda* and *Diamante* have been withdrawn from the Manila line and are being employed in the rice trade from Saigon and Bangkok, for which they are well adapted. Both boats stand at a low figure in our books and can be run cheaply and should make a good return to the Company, but we are quite prepared to part with either if a reasonable price can be obtained. So far however, although we have had negotiations in one or two directions we have not succeeded in eliciting a firm offer. The statement now laid before you shows that the position of the Company is far from an unsound one, that your property is not overvalued, and that there is no real reason for much misgiving on the part of those shareholders who are bona fide investors and not merely speculators who have bought for a rise, and take no permanent interest in the Company. It is true that Great Britain's new allies, the Japanese, have come upon the scene and cut into our business, and if these be the ways of friends and allies we may well pay to be saved from our friends, but these things are only temporary, the whole nature of the Manila trade with Hongkong has changed and is changing, but when conditions have adjusted themselves to the new order of things I have every hope that the Company will emerge from the struggle in a better and stronger position than ever. A

suggestion has been made that we should pay a dividend in scrip if we cannot pay one in cash. That might have been done, if all the shareholders had subscribed for their proportion of the new shares, by declaring a dividend and receiving it in payment of calls, but under present circumstances it is not practicable. It comes to this that we must wait another year for a dividend, that is all. Some shareholders appear to think that because we have a debt of 7 lacs we must give up the thought of dividends for years to come, but I do not follow their reasoning; we have or shall have, I think, at least 3 lacs from the new capital, which will leave a debt of 4 lacs on properly worth over 2 millions which is merely nothing for the Company to carry. If it is then many companies must be in a bad way though they are paying their interest and good dividends as well with much larger debts than ours. Now, gentlemen, I will propose that the report and accounts as presented be adopted and passed. I will call on some one to second it and then before I put the motion to the meeting I will give you "all an opportunity of expressing your opinions and asking any questions."

Mr. Gillies:—Mr. Chairman and gentlemen, before seconding the adoption of the report I desire to say a few words with regard to the two new steamers that have just been added to the fleet. I think you will all admit gentlemen, that it is folly to run a "line" of passenger steamers that are not adapted to it. Such was the position the Company found itself to be two years ago, before the new steamers were ordered. The old steamers were very much too small and lacked passenger accommodation for the increasing requirements of the Manila trade, and it was thought advisable to get two new vessels, quite up to date, and giving the passenger accommodation that was necessary for the line between this and Manila. The Chairman has very clearly stated to you that the trade between Hongkong and Manila has increased very much and, gentlemen, if you wish to retain that interest in the trade that you have held in former years you must be prepared to put steamers upon the line that will encourage passengers to travel by them. The old steamers did not give that accommodation to passengers and they were inclined to go elsewhere, where their comfort was more attended to. With these few remarks, gentlemen, I beg to second the adoption of the report.

Mr. Veitch:—Gentlemen, before the Chairman formally proposes the adoption of the report and accounts, with your permission, I should like to make a few remarks. In the first place, I would suggest the advisability in the future of issuing the Report at least a clear fortnight before the meeting, so that shareholders—non-resident in the Colony—may be enabled, if they think fit, to comment thereon. Now, as regards the Accounts, although we must do the general managers the justice to assume that they have done the best possible in their opinion in the interests of the Company, it would be difficult, I imagine, to find a better exemplification of the mischief arising from not leaving well alone than the present condition of the Company. We started the year 1901 in a splendid position. During the year, the gross earnings of the steamers *Perla*, *Esmeralda*, and *Diamante* were \$195,902.71, less the profits attaching to the voyages of the new steamer *Zafro*, made in December—she commenced running on 30th November. This amount of \$195,902.71 is made up as follows, namely:—Amount written off for depreciation, \$96,123.30; Exchange, Adjustment Account, \$49,689.45; Balance of Profit and Loss \$115,594.57—a total of \$64,747.97. Deduct the balance brought forward of \$67,845.25, this leaves the total earnings at the amount stated, namely \$195,902.71. Nothing in the accounts is shown as to the cost of management, which I venture to think should in future accounts be given. Then, as regards depreciation, last year ten per cent. on the value of the Company's fleet was written off; this year a very much larger sum, \$96,123.30 is set aside. I shall be glad to hear how much of this applies to the three older steamers and how much to the *Zafro*. The latter is practically a brand new boat, and it seems to me that the amount at present provided for depreciation is excessive. If with our old fleet we could make such a handsome showing, what was the object in contracting, especially at a time when the cost of shipbuilding had perhaps reached its highest point of late years, for a couple of steamers of a gross tonnage of tons 5,078, costing up to the 31st December last \$1,411,123.30. This item is curiously worded, and causes me to think a further amount will have to be added to this already enormous sum. My impressions may be wrong, but the Chairman will doubtless enlighten me. Further, will he kindly state the actual cost per ton of these new steamers? Taking £70,000 roughly as the price of each, I make out the cost per ton to be £77.10 or thereabouts, which when I know of a steamer here—an eleven-knot boat, not so elaborately fitted up, as ours—costing only about £13.8 per ton, you will agree with me it is a very high price to pay. It appears to me that these steamers were ordered without any clear idea as to how the necessary funds to meet their cost were to be provided, consequently our present position as a Company is deplorable in the extreme. We owe our bankers \$221,000.85, and a loan in London of \$521,739.12 has to be met sooner or later. Some further information as to the terms and conditions of this loan should be given. Shareholders, according to the report, show their distrust by refusing to subscribe the additional capital asked for, which is hardly to be wondered at. The shares of the Company, which a few weeks ago stood at a premium of 20 per cent. can now be purchased at a discount of 40 per cent. There is no money available to pay a dividend to shareholders, although the balance at credit of profit and loss is sufficient for a 10 per cent. dividend.

The only people who do make money are the General Managers. They get their 5 per cent. on all outward passage money and freight from Hongkong and on all other revenue procured by them, also a commission of 2 1/2 per cent. on all disbursements made at Hongkong, and also a commission of 1 per cent. on the amount received by the Company on the building, purchase, or sale by the Company of any steamer or vessel. What do the shareholders get? Nothing! (Applause).

Mr. Brutton—I have had some questions put into my hands which a certain body of the shareholders would like to have answered, and I propose afterwards to make a few remarks with reference to the reduction of the working expenses. Would you prefer me to read all these questions first, and then you give your answers afterwards?

The Chairman—Read them all first.

Mr. Brutton—I think it would be better if you answered the questions one after the other, because your answers might enable me to cut out certain of the questions I have now got, and I think it might shorten time.

The Chairman—I think it would shorten time if I answered you on the whole.

Mr. Brutton—I do not know what the shareholders think about that, but I think if the questions were answered it would be the means—

The Chairman—Mr. Brutton, I am Chairman, and I have the right to conduct the meeting in the way I think best.

Mr. Brutton—Before I do so I will make a few remarks with regard to the Company in general. I think a number of shareholders here have listened with a great deal of pleasure to the remarks made by Mr. Veitch with reference to this report, and it occurs to me that if the shareholders pass and adopt the resolution then they state they are fully satisfied with the general management of this company. Now before the resolution is put it occurs to me that it would be well to more or less recapitulate what Mr. Veitch has said, and it would certainly be far better for the shareholders if I knew what the answers of the General Managers were going to be. The first point is whether the General Managers were justified, looking at the receipts and accounts for 1899-1900, in asking the shareholders to adopt, as has been adopted, the large increase in the capital of the Company. Now, Mr. Veitch has clearly pointed out the exact position of the Company in 1899-1900. We have seen that in 1899 with a capital of \$300,000 the net profits amounted to \$96,000 odd, and the shareholders were then paid a dividend of 10 per cent. In 1900, with practically a similar capital—I think I am right in saying that, because the extra capital not being subscribed until the end of 1900 he understood was not used—the net profits amounted to \$143,000. That was practically 30 per cent. on the capital. In 1901, on a capital of \$1,000,000, the profit amounted to \$115,000 odd, which is practically 11 per cent. on the increased capital. Now, the question is—Did those earnings for 1899-1900 warrant the General Managers going to the expense of ordering these two new steamers? I presume I am right in saying—as I have had no answers to my questions—that when this increase of capital was asked for on 14th April, 1900, the General Managers contemplated that this increased capital would be sufficient to pay for the two steamers, or, at any rate, if not sufficient to pay for them, the earnings, after allowing for a dividend of say 10 per cent. would be sufficient, in time, to pay for them. I say this because on the 23rd March, 1901, the Chairman in his speech said 'I have been asked by several shareholders why we don't declare a larger dividend,' and the answer I gave them was 'You can't eat your cake and still have it.' Therefore, it is proposed to pay a dividend of five per cent. and to use the balance—I think I am right—in putting it towards payment of the new steamers. That I submit, led the shareholders to believe, and rightly too, that they would have a ten per cent. dividend down at any rate, and that there would be sufficient out of the earnings to go towards the cost of the two new steamers. At that time, there was a balance of \$600,000, on the increased capital, which could be used towards the payment of these two new steamers. In 1901, at the end of the year, the General Managers asked for a further increase of capital to \$1,000,000. The whole question, therefore, for the shareholders is whether they are going to adopt these accounts as they stand or whether they are going to express by their vote certain dissatisfaction with the management of the Company, because if as it is contended, the receipts and earnings of the Company did not warrant the General Managers increasing the capital fivefold as has been done, then certain of the shareholders are of opinion that the General Managers did wrong in doing as they did (applause). It is very easy I know to be wise after the event, but the question is, was it necessary, in the interests of the Company, to increase the Capital to this extent? I have already informed you, what dividend you were getting on your money, and with regard to these two new steamers, taking the figures as mentioned on the report, nearly \$400,000 odd, in order to get a dividend of ten per cent. and to pay five per cent. depreciation for these two steamers it was necessary for the General Managers, at any rate, to have some prospect of earning \$210,000. I am taking a ten per cent. dividend because I submit that on the chairman's speech on the 23rd March, 1901, he made you believe and you were entitled to believe that you would get a ten per cent. dividend, and that you would, out of the earnings of the steamers be able to pay off whatever liability there was remaining over and above the \$900,000. Now Mr. Veitch also mentioned the remuneration of the General Managers. Now there is a feeling among certain shareholders that when the capital of the Company

was \$300,000 5 per cent. 2 1/2 per cent. and 1 per cent. mentioned in clause 10 of Articles, might be a very fair and good remuneration for the General Managers but now, when you have got the capital of the Company increased fivefold, there is a feeling that some reduction should be made, or that the Articles of Association should be altered in some way so that the General Managers should not get their 5 per cent. 2 1/2 per cent. and 1 per cent. on the whole business of the Company. Therefore, it is for the shareholders to show by their vote whether they are satisfied with the management and whether there ought not to be some alteration made in regard to their remuneration. Another point mentioned by some is the depreciation of \$99,000. Does that sum include any depreciation on these two steamers and if so how much? I submit that by the Articles of Association—

Mr. Veitch:—Excuse me, Mr. Brutton, the *Rubi* was not here then.

Mr. Brutton:—Yes, I am coming to that. I wanted to know whether that 5% included depreciation on either or both of these two new steamers. The wording of that Clause is that the 5% can only be deducted on the working of the steamers for the previous year.

The Chairman—Nothing of the kind, Mr. Brutton. Read the clause.

Mr. Brutton—I am open to correction. I think that construction can be very fairly put on the meaning of it. I submit that it means depreciation on the steamers which have been working and earning profits for the Company (applause), and therefore the shareholders would like to know what portion, if any, of that \$99,000 was written off for depreciation on these two new steamers. There is one other point, and that is whether it is considered necessary, in the interest of the Company that this Company, with a small fleet, should have the services of a marine superintendent. I think I am right in saying that other steamship companies—the Douglas Steamship Company with a fleet of six steamers—have no superintendent, and it seems to me that as the earnings of the Company with increased capital are so small that some attempt should be made by the management to cut down all possible expenses so that there should be some return for the shareholders (applause). It seems to me that you have got your cake in the shape of these two ships, but you get precious little chance of getting a bite out of them (laughter). The capital has not been subscribed for and until it is subscribed for, it seems that all the earnings have got to be taken up for the next few years in the payment of these ships. Therefore, you have got your cake, you can look at it but you cannot get anything out of it. In the first place, I move that the Report and Accounts, as submitted to the meeting, be not passed.

The Chairman—You have simply to vote against my proposition. You can't make that motion.

Mr. Brutton—I move that the resolution be not carried.

The Chairman—You cannot move a resolution or amendment; you simply vote against my proposition. You, a lawyer, ought to know that.

Mr. Brutton then put his questions as follows:—When did you first contemplate purchasing these two steamers? On 14th April, 1900, when the capital of the Company was increased to \$1,000,000, did you then know what the cost of these steamers was to be. On the 14th of April, 1900, if they knew that the increase of capital was not sufficient to pay for the two steamers, was it not the duty of the general managers to inform the shareholders that that increase would not be sufficient and that they intended to ask for a further increase? What was the purchase cost of the *Diamante*? As the *Zafro* and *Rubi* were to cost so much more than the *Diamante*, should not shareholders have been informed of the fact before the steamers were ordered? The *Diamante* cost something like four lakhs and the two new steamers over seven lakhs.

The Chairman (after a pause)—Go on, with your questions, Mr. Brutton. It does not matter I will tell you.

Mr. Brutton (continuing)—What was the total amount of profits to be applied towards the cost of the new steamers? What was the working expenses of the fleet for 1901? Did that include the General Managers' commission and what would be the General Managers' commission for 1901? Depreciation \$99,463; did that sum indicate depreciation of new steamers? If so, how much (applause)?

The Chairman—Are there any other observations to be made?

Mr. E. S. Joseph—I want to know how many firms tendered for the building of the two new boats, and who were they?

The Chairman—I think there were about 30.

Mr. E. S. Joseph—And was the lowest tender accepted?

The Chairman—Go on.

Mr. E. S. Joseph—Add I want to know about Mr. Gordon, who was sent to superintend the building of these two boats, whether he had a proper engineers certificate before he went home or not.

The Chairman—Well, gentlemen, you have put a great many questions to me, and I think very interesting to me if you suppose I carry all those details in my head. I assure Mr. Brutton does not think anything of the kind, but I will do the best I can in the position I am placed to answer you. It seems to me that you are only crying over spilt milk. It may be human nature. The new boats were authorised by you and you authorised the extra capital for the new boats. You have heard what Mr. Gillies said in favour of our building these boats and in favour of our policy, and he is certainly a much better judge of these matters than a lawyer. Mr. Brutton has gone a long way back into ancient history, but I can't follow him there. What has been done has been done, and neither

G. GIRAUULT, for FINE FRENCH BREAD, 4, 7 and 15 Lail.

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I nor Mr. Brutton can alter it. We are satisfied that what we did was in the best interests of the Company, and I am sure time will prove that we were right. As for the marine superintendent—to do away with him would be no economy at all. As to his qualifications, I know nothing. That is his business, not mine. I am satisfied he is a good servant of this Company. The fact that the Douglas Company—I don't know whether Mr. Brutton was correct in saying that—has no marine superintendent is surely met by the fact that every other marine company in Hongkong has a superintendent. We had to get first-class passenger boats, and we could not get them for the cost of cargo boats. I think I have, at previous meetings, admitted that they exceeded their first estimate, and that is not to be wondered at. The cost of shipbuilding is rising all the time. Mr. Veitch's suggestion that the report and accounts should be issued a little sooner is a very unimportant matter. It will have our attention if you cannot understand such accounts in a week, it does not seem to me you will understand them in six weeks.

Mr. Veitch—What about people in the outposts?

The Chairman—You had better leave them to themselves.

Mr. Veitch—I got mine on Monday last, and from Monday till to-day is not sufficient.

The Chairman—With regard to depreciation. It is clearly laid down that we must write 5 per cent. off the value of the boats for the time being and I cannot take the responsibility for the writing off of that amount. It is merely a paper entry, and it makes absolutely no difference. Why does Mr. Brutton harp on this question of depreciation?

Mr. Veitch—I also harp on it.

The Chairman—It is laid down in the Articles of Association that I must write five per cent. off the book value of these boats.

Mr. Veitch—What boat were they?

The Chairman—Sit down Mr. Veitch.

Mr. Veitch—You had no right whatever to write off the *Zafra*, *Perla* and *Rubi*. The *Zafra* is a brand new boat, and if it had run twelve months you would have been perfectly right.

The Chairman—I have no right to do anything but what is prescribed by the Articles of Association.

Mr. Veitch—I don't think the Articles of Association should allow you to write off the steamer—it is a very grave matter. The steamer was not here; it had not arrived in Hongkong.

The Chairman—What difference would it make?

Mr. Veitch—It would make a great deal of difference in the matter of profit and loss.

The Chairman—What difference would it make to you?

Mr. Veitch—I don't know that it would make any difference to me.

The Chairman—Then why make so much fuss about a thing that will make no difference to you? We are doing it properly, as we are bound to do it by the Articles of Association.

Mr. Veitch—I question it.

Mr. S. A. Joseph—I also question it very much. I say no.

The Chairman—The present scheme was fixed by a Committee of yourselves.

Mr. Veitch—I should like to ask what amount was paid as Commission. I do not cavil at the amount the General Managers get; 5 per cent. is not too much but what I do think, Mr. Chairman, is that you ought to put it in your accounts and show what the working cost is. Many of the shareholders want to know.

The Chairman—Thank you Mr. Veitch. That is a suggestion we will take into consideration.

Mr. Veitch—I don't cavil at your commission for a moment, I think you ought to show it in the accounts.

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The Chairman—I have asked my solicitors, and they say no.

Mr. Arnold—Well, you might take further opinion on that. It seems rather hard we should get nothing at all.

The Chairman—I have explained why it cannot be done. All I can tell you is that I went into this question very carefully with Mr. Deacon, and he came to the conclusion that it would not be good in law.

Mr. Arnold said it seemed to him a good suggestion to get \$100,000 paid off.

Mr. Michael—What rate of interest are you paying on the money on both steamers?

The Chairman—6½ per cent. to the Company in London.

Mr. Michael—That is good interest.

The Chairman—So much the better for the Company.

Mr. E. S. Joseph—I want to know whether you accepted the lowest tender and whether Mr. Gordon has any certificate as an engineer?

The Chairman—That I cannot tell you, I cannot go into that.

Mr. E. S. Joseph—What? You cannot tell whether he is a competent man?

The Chairman—He must have a certificate because he was elected to the Engineers' Institute. I decline to discuss the question. You can ask Mr. Gordon; not me. I am quite satisfied with him, certificate or no certificate.

Mr. Joseph—Is it not your duty to find out whether he is a competent man?

The Chairman—I have found him to be a competent man.

Mr. E. S. Joseph—Did you accept the lowest tender?

The Chairman—Not quite the lowest.

Mr. E. S. Joseph—What was the lowest?

The Chairman—I cannot remember. It is almost a year ago. It would be a few hundred pounds less.

Mr. E. S. Joseph—What was the contract price? When was it known to you last year?

The Chairman—We will refer to the minutes.

Mr. Brutton—Before you answer that question, Mr. Chairman, you referred to the cost of the steamers up to 31st December. I am not satisfied. It seems to me, there is more to come on to the cost of these steamers.

The Chairman—There are a few thousand dollars to be added to the cost of the steamers, perhaps \$5,000 or so. We have got to provide for exchange. It may drop to 1/6 yet.

The Chairman then proceeded to take the vote.

Mr. Veitch—Could you not have got the money out here?

The Chairman—No, we tried very hard. Those in favour of the motion kindly hold up their hands.

Mr. S. A. Joseph (excitedly)—I rise to a point of order. I object to Mr. Babington voting. Here are the shares that he holds. He was very careful to sell out at the highest price.

The Chairman—Mr. Joseph, if you are making a charge against Mr. Babington, I have nothing to do with that.

Mr. S. A. Joseph—He has no right to vote for the motion.

The Chairman (firmly)—Mr. Joseph, silence. You cannot make these remarks at this meeting.

The motion was then put and carried by a majority of about a dozen.

The Chairman—The motion is certainly carried.

Mr. E. S. Joseph—I hold three proxies.

Mr. S. A. Joseph—And I hold two.

The Chairman—I have nothing to do with them. I declare the motion carried.

Mr. S. A. Joseph—What about Mr. Babington?

The Chairman—Finish this first, and then you can have it out if you like.

Messrs. N. A. Siebs, H. P. White, D. E. Brown and G. H. Medhurst were re-elected as Consulting Committee, and Messrs. T. Arnold and Potts as auditors for the ensuing year.

The Chairman—That is all the business, gentlemen.

Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

25.50 per Cask of 37½ lbs. Net ex Factory.

23.50 per Bag of 250 lbs.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 15th March, 1902.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAK FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, Watson's Building.

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18, Bank Buildings, Wyndham Street.

FOUNDED in 1891, by DR. CANTLIE, and conducted for several years by H. E. POLLOCK, Esq., K.C.

TRUSTEES: HON. J. H. STEWART LOCKHART, C.M.G., G. B. DODWELL, Esq., R. SHEWAN, Esq.

SUBSCRIPTIONS—Payable in Advance.

£7.50 per Half Year, or £14.00 per Month.

The Library contains, in addition to Fiction, a number of Standard Works on Biography, History, Travels, &c., and Works of Reference; and it is hoped to maintain it up to date.

Intending Subscribers are requested to apply to:

CAPTAIN SPENCER, Hon. Secretary and Treasurer, Ordinance Office.

Hongkong, 18th December, 1901.

G. GIRAULT for RED, WHITE, BLUE, & GREAT SPECIALTY COFFEES.

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Hotels.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD.

The most comfortable family Hotel in Hongkong.

EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED,
CIVILITY AND ATTENTION.

J. H. WAINWRIGHT,
Manager.

TERMS MODERATE.
Hongkong, 7th December, 1901.

THE BAY VIEW HOTEL.

Very best brands of Wines, Beers and Spirits only kept. Private
dinners, a specialty.

Under entirely new management.

J. LACOCK.

"BOA VISTA,"
(HOTEL SANITARIUM OF SOUTH CHINA),
MACAO.

THE most select Hotel in the Far-East, beautifully situated, over-looking the sea, and affords comfortable accommodation for travellers.

The strictest supervision as to food and cleanliness is exercised by a European Manager

57d]

Telegraphic Address: "BOA VISTA"

METROPOLE HOTEL.

Convenient distance from town, delightful
situation.

BOARD AND RESIDENCE.

Intimations.

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE TWENTY-FOURTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, on THURSDAY, the 27th March, at Noon, for the purpose of receiving their Report with a Statement of Accounts to 31st December, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 27th instant, both Days inclusive.

JARDINE, MATHESON & CO., General Agents.

Hongkong, 6th March, 1902.

LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE TWENTIETH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, Peddars Street, on THURSDAY, the 27th March, 1902, at 12.15 P.M., for the purpose of receiving their Report and Statement of Accounts to 31st December, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 27th instant, both Days inclusive.

JARDINE, MATHESON & CO., General Agents.

Hongkong, 6th March, 1902.

THE PUNJON MINING COMPANY, LIMITED.

NOTICE.

IN Accordance with Articles Nos. 26 and 27 of the Articles of Association of the Company, NOTICE is hereby given that the following Shares will be liable to be FORFEITED, unless the Call due on the 6th day of August, 1902, be paid, together with INTEREST at 10 per Cent per Annum, at the Office of the Company, No. 13, Beaconsfield Arcade, on or before the 5TH DAY OF APRIL, 1902.

The following are the distinguishing Numbers of the Ordinary Shares—

12707/12715	40810/40829	13098/14002
14113/14154	36225/36234	1578/1602
15053/15152	15422/15446	18555/15954
16509/16630	17115/17214	58306/58330
17446/17449	23499/23518	25194/25243
25344/25393	58142/58152	301/400
21381/21405	59066/59165	3444/3463
22117/22526	51006/51030	19499/19508
31619/31638	20592/20616	27981/27991
32044/32045	32633/32643	27981/27991
35146/35155	38623/38683	38214/38218
46070/46117	16325/16329	36203/36212
13351/13450	13651/13750	12494/12533
36060/36474	24222/24266	40604/40703
49705/49729		

W. H. GASKELL,
Secretary.

Hongkong, 21st March, 1902.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will be carried out on the 27th instant, over a land range from the road leading to Customs Pass, at targets in the direction of Ng-Tau-Kok. Firing will commence about 9.30 A.M. By Command,

J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 20th March, 1902.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will be carried out on the 26th instant, from hills about 1½ miles N.W. of Lai-chi-Kok, in a westerly direction, at targets placed on the lower slopes of Chung-hue Island. Firing will commence about 9.30 A.M. By Command,

J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 20th March, 1902.

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.

Sole Agents for Kopp's Audemars' Watches awarded the highest Prize at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES AND SPYGLASSES.

No. 12 & 16, Queen's Road Central.

Hotels.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD.

The most comfortable family Hotel in Hongkong.

EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED,
CIVILITY AND ATTENTION.

J. H. WAINWRIGHT,
Manager.

TERMS MODERATE.
Hongkong, 7th December, 1901.

THE BAY VIEW HOTEL.

Very best brands of Wines, Beers and Spirits only kept. Private
dinners, a specialty.

Under entirely new management.

J. LACOCK.

"BOA VISTA,"
(HOTEL SANITARIUM OF SOUTH CHINA),
MACAO.

THE

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"SHANGHAI"	27th March.
SHANGHAI	"WAMPOA"	27th March.
NINGPO and SHANGHAI	"NANSHAN"	27th March.
SHANGHAI	"WOSUNG"	27th March.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"TAIYUAN"	1st April.
Kobe	"CHINGTU"	24th April.
CEBU and ILOILO	"CHINGTU"	3rd April.
	"KAIFONG"	3rd April.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"DIOMED"	24th March, 1902.
"	"MACHAON"	3rd April, "
"	"ION"	11th "
"	"ACHILLES"	17th "

HOMEWARDS.

FOR LONDON.	STEAMERS	1st April, 1902.
"ANTENOR"	"	1st April, 1902.
"NESTOR"	"	15th "
"DARDANUS"	"	15th "
"DIOMED"	"	29th "
"MACHAON"	"	13th May, "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).
"ACHILLES" 16th April, 1902.
"MACHAON" 20th May, "

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA,"
and
"KNIGHT COMPANION,"
between

HONGKONG AND PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,
and YOKOHAMA.

THE Steamship "INDRAVELLI" will be despatched for PORTLAND (OR.) on or about the 20th April.
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO.
Hongkong, 19th March, 1902. [1266c]

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR FOCHOOW	"ANPING MARU"	K. Suzuki	WEDNESDAY, 26th March.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 30th March.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 2nd April.
FOR TAMSUI	"DAIGI MARU"	T. Kihara	SUNDAY, 6th April.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers and a duly qualified doctor is carried.
All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.
Steamers will go alongside the Co's Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSHEN KAISHA.

For Freight, Passage and further information, apply to

THE MITSUI BUSSAN KAISHA,
Agents. [1379c]



TOYO KISEN KAISHA,
(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN
HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU,"

Captain Tate, will be despatched hence for MANILA, on or about TUESDAY, the 25th instant, at Noon.
Magnificent accommodation. Comfortable cabins. Excellent table. Unrivalled speed. Electric light.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 19th March, 1902. [171d]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE,"

Captain St. John George, will be despatched as above on THURSDAY, the 10th April, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provision, Ice, &c. throughout the voyage.
This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 21st March, 1902. [110d]

Consignees.

NOTICE TO CONSIGNEES.

FROM ANTWERP AND LONDON.
THE Steamship

"FLINTSHIRE,"

Captain Liddle, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 24th instant, at 2.30 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN TOMES & Co.,
Agents.

"SHIRE LINE."

Hongkong, 18th March, 1902. [336d]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"INDIA"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This steamer brought Cargo ex s.s. *Imperator* and *Imperial*.
Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon, on the 26th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th instant, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.

Hongkong, 19th March, 1902. [315d]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 28th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant, at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.

Hongkong, 21st March, 1902. [315d]

STEAMSHIP "YARRA."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre, ex s.s. *Orleans*, from Bordeaux, ex s.s. *Ville de Constantin* and *Cambray*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimations are received from the Consignees before 5 P.M. TO-DAY, the 22nd instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after SATURDAY, the 29th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent to me on or before the 29th instant, or they will not be recognized.
All damaged packages will be examined on SATURDAY, the 29th instant, at 3 P.M.

No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.

Hongkong, 22nd March, 1902. [1004c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"JAPAN"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.
Goods not cleared by the 28th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

E. A. HEWETT,
Superintendent.

Hongkong, 22nd March, 1902. [4]

WANTED.

A YOUTH to act as JUNIOR REPORTER, one with a knowledge of Shorthand preferred.

Apply by Letter to

"JOURNALIST,"
C/o This Office.

Hongkong, 8th March, 1902. [299d]

Intimations.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING:—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,

Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to put up Installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD.

For full Particulars, &c., &c.,
Apply to

S. J. GODWIN,
Acting Manager.

Hongkong, 29th January, 1902. [92]

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a speciality.

Hongkong, 21st September, 1902. [45]

WO SHING.

PRINTER, BOOKBINDER

AND

RUBBER STAMP

MANUFACTURER.

Moderate Prices.

No. 20, Pottinger Street.

Hongkong, 28th January, 1902. [121d]

DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SAKATA),

DENTIST,

No. 4, Queen's Road Central.

Hongkong, 3rd January, 1902. [26]

HONG SING,

8, Bunsfield Arcade.

ENTIRELY NEW STOCK of the Newest Patterns in Cloths, Canvas, and Ducks. Complete Gentlemen's Outfitting.

Hongkong, 30th August, 1901. [160c]



KANANGA

OF JAPAN

(REGISTERED)

RIGAUD and Co

PARIS

Kananga Water is the most delightful

Toilet Water. It renders the skin firm, relieves

mosquito bites and imparts a delicate fragrance and feeling of comfort and freshness.

New Sensations in Perfumery

RIGAUD'S KANANGA EXTRACT

RIGAUD'S WHITE ROSE

RIGAUD'S MELATI EXTRACT

RIGAUD'S IKORA D'AFRIQUE EXTRACT

RIGAUD'S LILY OF THE VALLEY EXTRACT

RIGAUD'S JASMIN EXTRACT

RIGAUD'S JASMIN EXTRACT

RIGAUD'S JASMIN EXTRACT

RIGAUD'S JASMIN EXTRACT

Intimations.

NEW VICTORIA HOTEL.

ROTISSERIE.

Meats a la Carte.

CHOPS, STEAKS, etc., etc., at any time,

between 7.30 a.m. and 11 p.m.

Monthly Table at Moderate Rates.

Madar & Farmer,
Proprietors.

Hongkong, 2nd September, 1901. [958c]

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1902. [21]

Sabang-Bay Harbour
and Coal Co.,
Limited.

Pulo Weh, North Sumatra.

Cable Address:—"HARCOAL, SABANG."

THIS Company supply best Welsh, Bengal and Ormian Coals at current rates.

Ships can moor at the wharves immediately after having entered the harbour, and coaling commences without delay at the rate of 60 tons per hour; timely notice being given, the rate of coaling may be increased to 80 tons per hour.

Depth of water at the wharves 30 feet at low spring-tide.

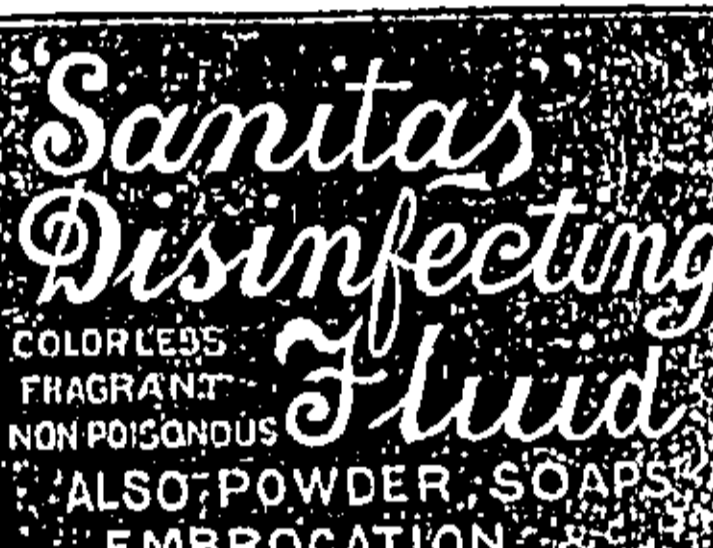
Excellent pure spring-water can be supplied at current prices.

Vessels calling at Sabang are exempt from harbour dues and pilotage, and when coaling for the purpose of coaling only and taking in water, stores or provisions, no wharfage is levied.

A floating drydock for vessels of about 3,000 tons displacement lies on the north side of the harbour entrance, close to the shore.

The Company execute ship and marine engine repairs of all descriptions under the superintendence of experienced European Shipwrights and Engineers, at moderate prices.

2nd October, 1901. [1008c]



Sanitas

Disinfecting

Fluid

COLORLESS

FRAGRANT

NON-POISONOUS

ALSO: POWDER, SOAP

EMBROCATION.

"HOW TO DISINFECT"

Book sent FREE on application.

Of all Chemists, and

THE "SANITAS" Co., Ltd., Bethnal Green, London.

[495c]

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:—

CELESTE BURILL, British ship, Jelfy—Order.

HELEN H. WYMAN, American ship, Vanohu.

—Amhold, Karlsruhe & Co.

Hongkong, 21st September, 1902. [45]

Shipping.

Arrivals.

AMOY, German steamer, 663, H. Plambeck,

22nd Mar.,

AGENDA.

Gospel Hall.
6 Arundel Street, Top Floor,
Off Queen's Road, East.
Meetings are held as follows:—
SUNDAY.
Acts 2:42 11 a.m.
Gospel Address 6 p.m.
TUESDAY.
Soldiers & Sailors Bible Class. 6 p.m.
THURSDAY.
General Bible Class 6 p.m.
SATURDAY.
Prayer Meeting 6 p.m.
A hearty welcome given to all.

TO-DAY.

WEATHER REPORT.

On date at 4 p.m. On date at 4 p.m.
Barometer 30.05 29.94
Temperature 66 68
Humidity 95 88
Rainfall 0.05 —

SHIPPING AND MAIL NEWS.

MAILS DUE.
Indian (Laisang) to-morrow.
American (Nippon Maru) 27th inst.
English (Bengal) 28th inst.
German (König Albert) 1st prox.
American (Peru) 2nd prox.
American (Coptic) 10th prox.

The Canadian Pacific Railway Co.'s steamer
Athenia arrived at Vancouver at 1.30 p.m. on
Saturday the 22nd inst.

The P. M. S. S. Co.'s steamer Nippon Maru
with mails, &c., left Shanghai for this port
to-day the 24th inst., at 10 a.m.

The N. Y. K. Co.'s steamer Yawata Maru
(Australian Line) left Manila for this port on
the 24th inst., p.m., and is expected to arrive
here on the 26th inst.

The P. & O. S. N. Co.'s steamer Bengal left
Singapore for this port on the 23rd inst., at
noon with the outward English mails, and
is due here on the 28th inst., at about noon.

The Imperial German Mail steamer König
Albert carrying the German Mails with dates
from Berlin of the 4th inst., left Colombo on
Friday p.m., the 21st inst., and may be expected
here on or about Tuesday the 1st prox.

HONGKONG AND WHAMPOA DOCK RETURNS.
Shamstead at Kowloon Dock.
Isle de Cuba " " "
H.M.S. Handy " " "
Kale " " "
Kaiserin Augusta " " "
U. S. S. Monadnock " " "

PASSED THE CANAL.

Outward—21st Feb.—(Austrian) Silesia,
Lena. 26th Feb.—Japan, Segovia. 4th March
—Hentari, Laos, Macduff, St. Dele, Adelheid,
Athenia. 21st March—Java, Achilles, Alesia,
Tonkin, Marburg, Mercedes.

Homeward—17th Jan.—Ixion, Suevia. 28th
Jan.—Acara, Wakasa Maru. 21st Feb.—
Yarra, Pelus. 26th Feb.—Afridi, Marie
Valerie. 4th March—Patriotus. 21st March—
Tantalus.

Arrivals at Home—2nd Jan.—Socotra. 3rd
Jan.—Longships. 7th Jan.—Inaba Maru. 10th
Jan.—Dardanis. 14th Jan.—Satsuma, Su-
guchanna, Anapa, Mashaon, Sutgar, Mar-
quis Bacqueville. 21st Jan.—Adana, Borneo,
de la Clotat, Hitachi Maru. 27th Jan.—Borneo,
28th Jan.—J. F. Chapman, König Albert.
21st Feb.—Dardanis, L. Schep. 26th Feb.—
Hawynburg, Nurnberg, Korea. 4th March—
Hawynburg, Nurnberg, Llanuno, Caldonia,
Sado Maru, Lennox. 21st March—Sambia,
Stentor, Wu. H. Connor.

SHIPPING GAZETTE.

In future the Telegraph shipping form sup-
plied to Captains of vessels will contain a
heading for notices of officers and engineers
transferred or on leave, etc. Friends will much
oblige by giving this information:—

March 4th.

The officers of the s.s. *Hang Sang* are:—
Chief officer Mr. T. Aurther, and officer Mr.
H. E. Gihroy, 3rd officer Mr. C. A. Robertson,
chief engineer Mr. Tom Kerr, and engineer
Mr. S. Baker, 3rd engineer Mr. Sutton, 4th
engineer Mr. Wilson.

March 8th.

The officers of the s.s. *Catherine Ajar* are:—
Mr. R. Wilson, Taylor 3rd officer promoted
and 2nd officer in place of Mr. R. E. Toms,
2nd officer resigned and Mr. H. Campbell,
engaged as 3rd officer.

March 10th.

The officers of the s.s. *Kwaiyang* are:—
Chief officer E. L. Monkan, 2nd officer W. J.
Bright, chief engineer Mr. Ellis, 2nd engineer
Mr. Hall, 3rd engineer E. J. Evans.

The officers of the s.s. *Candia* are:—J. D.
Andrews, R.N.R., chief officer J. Gault, 2nd
officer M. Taylor, 3rd officer G. Russell, 4th
officer P. M. Bluck, 5th officer G. Byron, chief
engineer Jno Whyte, and engineer R. Whit-
taker, 3rd engineer W. Watkins, 4th engineer
E. Wott, Asst. Jno Anderson, T. Logan, T.
Abbot, F. Fitz Gerald.

March 13th.

Capt. W. H. Lunt, formerly commander of the
same Company's steamer *Fushun*, had been
transferred to s.s. *Meifoo*.

March 14th.

Mr. F. M. Roxby, 3rd officer of s.s. *Humbay*
has been transferred to s.s. *Arabia*, 3rd officer.
A. Roddick, is at present 3rd officer.

The officers of the s.s. *Nes* are:—Chief
officer H. J. Charters, 2nd officer S. Pollard,
3rd officer N. R. Bennett.

March 24th.

The officer of the s.s. *Hang Sang* are:—
Chief officer Mr. Obediah Holmwood, 2nd
officer Mr. H. Eghoy, 3rd officer C. Robertson,
chief engineer Mr. Tom Kerr, 2nd engineer
Mr. Adolphus Baker, 3rd engineer Mr. Ager-
noon Percy, Proudfoot.

VISITORS AT THE KOWLOON HOTEL.

Anderson, W. (Imp'l. Campbell, Capt. G. D.
M. Customs) (H.K.R.)
Anderson, Capt. and Crockett, Miss
Mrs. (H.K.R.) Crockett, Miss
Barrett, Lieut. Hobden, S.
Bowen, Mr. & Mrs. J. K.

VISITORS AT THE HONGKONG HOTEL.

Allan, Mr. and Mrs. Jenkins, Miss
Andrews, D. W. Johansen, Mr. and Mrs.
Angus, Mrs. John
Bailey, W. S. Joseph, Mr. and Mrs.
Ballantine, R. D. E. S.
Barlow, B. J. Judell, Mr. and Mrs.
Barlow, F. C. Lathrop, B.
Bartlett, Comdr. and Lea, Mr. & Mrs. J. H.
Mr. C. W. Levering, T. W.
Bell, J. T. Lino, J. and servant
Bernard, Mr. & Mrs. Katsch, E. A.
Berger, Dr. Kennedy, H. Mr.
Berthel, A. King, Major H. S.
Bickel, F. W. Kniesche, Mr.
Bildt, Mr. D. de Kost, Mr. and Mrs.
Black, J. Kugan, J. J.
Bonner, E. A. Muckie, Gordon
Bouchier, Mrs. A. Madlow, W. T.
Boulton, L. McCarty, H. E.
Bovet, Mr. McKim, Dr. S.
Bower, Dr. Merrell, Capt.
Buttsworth, Major Merski, J.
Cassidy, H. Mesny, Dr. and servant
Cameron, D. H. Michael, S. J.
Chadwick, O. Milton, Mr. and Mrs.
Clark, Dr. F. Mooser, L.
Clement, C. Muller, Col.
Cole, G. C. Noyes Morehouse, Mr.
Colson, J. S. and Mrs.
Crago, Dr. J. M. Parfitt, W.
Curry, Mr. and Mrs. Pearce, Dr. W. W.
Davies, Mrs. W. and Pech, L.
child Phillips, T. M.
Davis, Mrs. A. M. nurse Fletcher, A. J.
and children Pommayrac, de
Denny, Col. and Mrs. Pulling, E. M. Mr.
Dudley, P. Radcliffe, R.E. Capt. P.
Dugland, Mr. J.
Dupond, F. W. Rath, Miss
Emerson, Mr. & valet Roberts, Mr. and Mrs.
Emerson, Miss & maid Robertson, W. R.
Evans, N. G. Roscanantz, H. J.
Everleigh, Mr. Rosenfeld, H.
Faller, Dr. Sang, L. Mr.
Farley, E. C. Schapenkeel, Mr.
Fisher, H. G. Schultz, Mrs.
Fitzgerald, Miss Schwandy, Mr.
Glover, C. Sgherzi, F.
Grant, John Senior, Mr. R.
Hamman, B. F. Sinclair, Mr. & Mrs. M.
Hanson, B. E. Snewin, E. A.
Hardy, H. T. & servant Spanogel, Mr.
Harris, W. F. Symington, J. R.
Heaps, E. O. Taylor, D. G.
Heckford, R. G. Taylor, W. E.
Hills, T. W. Thomson, Dr. J. C.
Hobden, Mr. Thomas, C. E.
Hollingsworth, A. Unsworth, Capt. & Mrs.
Howard, Thos. Vauve Baron and
Howkins, Mr. and Mrs. Baroness
H. L. Walker, W. B.
Hughes, W. K. Warburton, H. C.
Huke, A. N. Watkins, C. A.
Hunter, Dr. W. Whitley, W. J. G.
Hunt, Mr. and Mrs. T. Woods, Miss
and maid Woollen, J. J.
Huff, Mr. Wollner, Mr.
Jenkins, S. L. Wricke, A.
Jenkins, Mrs.

VISITORS AT THE CONNAUGHT HOTEL.

Alfred, Mrs. MacKenzie, Mrs. C.
Arnold, Miss McMillan, A. C.
Buttack, Mr. and Mrs. Moffatt, G.
Clark, Miss Munro, Mr. and Mrs.
Carlton, Mr. Purtofix, E. C.
Clutton, Mrs. M. Purloft, Mr.
Clutton, Miss B. Riley, Mr.
Cormie, A. F. Robinson, Mr. & Mrs.
Curtis, Miss A. E.
Dallas, Mr. and Mrs. Shroot, Mr.
Fairchild, Mr. Smith, Mr. and Mrs.
Gardner, D. L.
Gowlin, Mr. Stanford, W. E. D.
Gonsler, Mr. Stewart, Charles
Grandprey, Col. Stodart, Mr.
Gumpert, Mr. and Mrs. E. Vallance, Mr. and Mrs.
E. Vernon, Miss
Hindmarsh, Mr. & Mrs. Watson, Major & Mrs.
T. W. J. C.
Homan, Miss Wild, Mr. and Mrs.
Ingles, Mr. Wilson, J. A.
Ironside, Mr. Wilson, G. F.
Knight, Mr. Witton, Mrs. G. F.
Lee, Miss

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, James Jeffries, H. N.
Beaton, Capt. and Mrs. Johnson, C.R.A., Lieut.
Bewley, R.A.M.C., Capt. Col. R. F.
Blond, G. Libeaud, Mrs.
Bonnar, J. W. C. Libeaud, E. V.
Brabazon, Ralph A. Lyne, R.N., Lt.-Comdr.
Brayna, H. F. R. Lyne, Mrs.
Brown, R.E., Col. L. F. Martin, R.
Bryani, G. H. May, A. J.
Cameron, Mr. and Mrs. McDermott, A. P.
Allan Miller, Mr. and Mrs.
Cartwright, Miss Mitchell, Robert
Chapman, Mr. and Natall, B. W.
Mrs. A. Osborne, A. A. Major
Coppin, A. G. Perce, G. Grosvenor
Dann, Mr. and Mrs. G. Pitt, R.N., Mr. John
H. Ross, Eberhard A.
Drayson, Mr. & Mrs. Ross, Alexander
Ducker, R. N. Rumsey, R.N., Hon.
Ducker, Miss R. Murray
Dunsford, Mrs. & child Sherbrooke, R.N., Lt.
Edmondston, E. B. H. G.
Ezekiel, J. S. Sherbrooke, Mrs. H. G.
Ferrer, A.P.D., Lieut. Sinclair, A.
Col. and Mrs. Spilckhaver, W. C. C.
Forbes, Andrew Stokes, A. G.
Grimble, Geo. Terrell, Mr. and Mrs.
Hamilton, Major H. D.
Hewitt, A.P.D., Capt. Thomson, J. S.
Houston, J. von Woods, Miss
Hughes, R.A.M.C., Lt. Wheeler, W. H.
Col. Wheeler, Colonel
Hunt, Mrs. Leigh, Wise, Hon. and Mrs.
child and maid A. G. and child
James, R.A., Major and Wright, Dr. and Mrs.
Mrs. Bateson

CRAIGIEBURN.

Bridges, Miss M. Pryne, Capt. and Mrs.
Bridges, Miss P. Simpson, Capt. & Mrs.
Brown, Mr. and Mrs. Surplice, Mr. and Mrs.
H. Matheson F. R. C.
Georg, Mr. and Mrs. C. Whitty, R.A.M.C., Major
Grant, G. C. L. M. J.
Helms, W. Whitty, Mrs. M. J.
Ough, Mr. and Mrs. A. Whitlow, Mr. & Mrs. A.
H.

VISITORS AT THE QUEEN'S HOTEL.

Azell, Mrs. M. C. Patrick, A. N.
Bosch, B. Reddock, R.
Brandstetter, A. Roberts, A. G.
Brandstetter, Mrs. Robnett, Mrs. John D.
Edmunds, Mr. & Mrs. and child
E. and child Schmidt, Mr.
Fair, A. Simson, R.N., Lt. and
Hubbs, F. Mrs. Spicer
Jacob, Mrs. and child Stansbury, R.N., Lieut.
Lavin, Lieut.-Col. and Mrs. and child
Mrs. and child Whitt, Mrs. H.
Nobbs, A. P.

THE SHARE MARKET.

LATEST QUOTATIONS.

(MARCH 24th.)

STOCKS.	PAID UP VALUE.	LATEST QUOTATION.
Banks.		
Hongkong and Shanghai Banking Corporation	\$ 125	\$590 sellers
The Bank of China and Japan, Limited—(Preference)	£ 5	nominal
The Bank of China and Japan, Limited—(Ordinary)	£ 4	£6.15/
The Bank of China and Japan, Limited—(Deferred)	£ 1	nominal
National Bank of China, Limited	£ 1	\$261 buyers
Do. Founders.	£ 1	\$10
Marine Insurances.		
Union Insurance Society of Canton, Limited	\$ 50	\$380 buyers
China Traders' Insurance Company, Limited	\$ 25	\$53 sellers
North China Insurance Company, Limited	£ 25	Taels 190 buyers
Yangtze Insurance Association, Limited	\$ 60	\$135 buyers
Canton Insurance Office, Limited	\$ 50	\$160 buyers
Fire Insurances.		
Hongkong Fire Insurance Company, Limited	\$ 50	\$355 sellers
China Fire Insurance Company, Limited	\$ 20	\$83 sellers
Shipping.		
Hongkong, Canton, and Macao Steamboat Company, Limited	\$ 15	\$38 sales
Indo-China Steam Navigation Company, Limited	£ 10	\$139 sales
China and Manila Steamship Company, Limited	\$ 5	\$35 buyers
Douglas Steamship Company, Limited	\$ 50	\$41 sellers
China Mutual Steam Navigation Company, Limited—(Preference)	£ 10	£10.10 buyers
China Mutual Steam Navigation Company, Limited—(Ordinary)	£ 5	£5
China Mutual Steam Navigation Company, Limited—(Ordinary Bonus)	£ 10	£7.10 sellers
"Star" Ferry Company, Limited	£ 2	\$83
"Shell" Transport and Trading Company, Limited	£ 1	£2
Shanghai Tug Boat Company, Limited	Taels 100	Taels 175
Taku Tug and Lighter Company, Limited	Taels 50	Taels 190
Shanghai Cargo Boat Company, Limited	Taels 100	Taels 137 1/2
Co-operative Cargo Boat Company, Limited	Taels 100	Taels 137 1/2
Refineries.		
China Sugar Refining Company, Limited	\$ 100	\$130 sellers
Luxon Sugar Refining Company, Limited	\$ 100	\$30 sellers
Perak Sugar Cultivation Company, Limited	Taels 50	Taels 77
Mining.		
Punjom Mining Company, Limited	\$ 10	\$42 sellers
Punjom Mining Preference Shares	\$ 1	\$12 sellers
Société Française des Charbonnages du Tonkin	Francs 250	\$525
Queen Mines, Limited	Cents 25	4 cents
Jelebu Mining and Trading Company, Limited	£ 18s. 10d	\$34 sellers
Raub Alluvial Gold Mining Company, Limited	£ 10	\$9 buyers
Oliver's Freehold Mines, Limited	£ 1	nominal
Chinese Engineering & Mining Company, Ltd.	£ 1	Taels 9.40
Docks, Wharves and Godowns.		
Hongkong and Whampoa Dock Company, Limited	\$ 50	\$260 sellers
S. C. Farnham, Boyd & Co., Ltd.	Taels 100	Taels 262 1/2 sales
Hongkong and Kowloon Wharf and Godown Company, Limited	\$ 50	\$90 sellers
New Amoy Dock Company, Limited	\$ 6	\$30 buyers
Shanghai and Hongkew Wharf & Godown Company, Limited	Taels 100	Taels 297 1/2 cum new issue
Lands, Hotels and Building.		
China Provident Loan and Mortgage Company, Limited	\$ 10	\$94 buyers
Hongkong Land Investment and Agency Company, Limited	\$ 100	\$175 sellers
Kowloon Land and Building Company, Ltd.	\$ 30	\$30 sellers
West Point Building Company, Limited	\$ 30	\$58 sellers
Hongkong Hotel Company, Limited	\$ 50	\$132 sellers
Oriente Hotel Company, Limited (Manila)	\$ 50	\$50 sellers
Astor House Hotel Co., Limited (Shanghai)	\$ 100	\$250
Humphrey's Estate and Finance Company, Limited	\$ 10	\$124 sellers
Shanghai Land Investment Company, Limited	Taels 50	Taels 109
Cotton Mills.		
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	\$ 10	\$14 buyers
Ewo Cotton Spinning and Weaving Company, Limited	Taels 100	Taels 40
International Cotton Manufacturing Company, Limited	Taels 100	Taels 25
Laou-kung-mow Cotton Spinning and Weaving Company, Limited	Taels 100	Taels 40
Soy Chee Cotton Spinning Company, Limited	Taels 500	Taels 150
Tobacco, Cigar and Cigarette Companies.		
Alhambra, Limited	\$ 500	\$500
Philippine Tobacco Trust Co., Limited	\$ 50	\$45
Shanghai-Sumatra Tobacco Company	\$ 10	Taels 40
American Cigarette Company, Limited	Taels 50	Taels 50
Miscellaneous.		
Green Island Cement Company, Limited	\$ 10	\$21 buyers
China-Borneo Company, Limited	\$ 15	\$284 sellers
A. S. Watson & Co., Limited	\$ 10	\$15 sellers
Watkins, Limited	\$ 10	\$9 sellers
Hongkong Electric Company, Limited	\$ 10	\$134 buyers
Hongkong Electric Company, Limited	\$ 5	\$6 sales
Hongkong and China Gas Company, Limited	£ 10	\$140 buyers
Hongkong Rope Manufacturing Company, Limited	\$ 50	\$150 sellers
Geo. Fenwick & Co., Limited	\$ 25	\$41
Hongkong Ice Company, Limited	\$ 25	\$220 buyers
Hongkong High-Level Tramways Co., Ltd.	\$ 10	\$330 buyers
Hongkong Farm Company, Limited	\$ 6	\$12 buyers
Hongkong and China Bakery Company, Limited	\$ 50	\$40
Campbell, Moore & Co., Limited	\$ 10	\$21 buyers
Bell's Asbestos Eastern Agency, Limited	£ 128. 6d	\$10
United Asbestos Oriental Agency, Limited	\$ 10	\$10 buyers
Do. Founders.	\$ 10	\$10
Tebrau Planting Company, Limited	\$ 5	\$1
Universal Trading Co., Limited	\$ 20	\$20 sellers
Hongkong Steam Water-boat Co., Limited	\$ 7	\$20
China Light and Power Co., Limited	\$ 50	\$50
Robinson Piano Co., Limited	\$ 50	\$35 sellers
Manila Investment Co., Limited	\$ 10	\$9 sales
Shanghai-Langkai Tobacco Company, Limited	Taels 100	Taels 325

Telegraphic Address—"Rialto."

Telephone No. 148.

P. O. Box No. 17.

STEAMERS EXPECTED.

VESSEL'S NAME	FROM	AGENTS.	DUE
Nippon Maru	Shanghai	P. & O. S. N. Co.	March 27th
Bengal	Singapore	P. & O. S. N. Co.	March 28th
König Albert	Colombo	Melchers & Co.	April 1st
Peru	San Francisco	Pacific Mail S. S. Co.	April 2nd
Coptic	San Francisco	Pacific Mail S. S. Co.	April 10th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.

CHINA COAST METEOROLOGICAL REGISTER.

23RD MARCH, 1902, P.M.

STATION.	HOUR.	BAROMETER.	TEMPERATURE.	HUMIDITY.	WIND. DIRECTION.	FORCE.	WEATHER.
Wladivostok	2 p.m.	30.36	41	—	NE	0	b
Tokio	"	30.26	—	—	NW	6	—
Kochi	"	30.03	—	—	N	8	—
Nagasaki	"	29.99	—	—	SE	6	—
Kagoshima	"	29.99	—	—	E	6	—
Taihou	1 p.m.	30.01	—	—	W	4	—
Taihu	"	29.92	—	—	NW	6	—
Tainan	"	29.93	—	—	SE	6	—
Koshun	"	29.93	—	—	NE	6	—
Pescadores	"	29.98	—	—	N	3	omd
Gutzlaff	3 p.m.	30.09	51	93	N	3	od
Sharp Peak	"	30.03	60	85	E	3	og
Amoy	2.30 p.m.	29.96	68	79	E	3	—
Swatow	3 p.m.	29.94	79	100	ENE	1	—
Canton	"	29.91	64	—	—	—	—
Hongkong	4 p.m.	29.90	68	90	NE	4	—
Victoria Peak	"	—	—	—	ESE	4	—
Gap Rock	"	29.87	—	—	E	3	—
Macao	"	29.89	72	—	—	—	—
Haiphong	1 p.m.	29.84	91	56	SSE	2	b
Manila	4 p.m.	—	—	—	—	—	b
Malate	3 p.m.	—	—	—	—	—	b
Bacolod	"	29.87	88	—	N	6	c
Iloilo	"	29.85	83	—	N	2	b
Cebu	"	—	—	—	—	—	—
Cape S. James	"	—	—	—	—	—	—

24TH MARCH, 1902, A.M.

Wladivostok	7 a.m.	30.33	28	97	SE	1	b
Tokio	6 a.m.	30.37	—	—	NW	6	—
Kochi	"	30.12	—	—	E	8	—
Nagasaki	"	30.07	—	—	NE	4	—
Kagoshima	"	30.03	—	—	NE	4	—
Taihouku	5 a.m.	30.05	—	—	E	8	—
Taichu	"	29.94	—	—	N	2	—
Tainan	"	29.95	—	—	N	6	—
Koshun	"	29.98	—	—	NE	2	—
Pescadores	"	29.96	—	—	N	6	—
Gutzlaff	9 a.m.	—	—	—	—	—	of
Sharp Peak	"	30.10	59	85	N	2	c
Amoy	6.30 a.m.	29.99	64	84	NE	1	f
Swatow	9 a.m.	30.09	66	—	E	3	og
Canton	"	30.03	65	96	E	0	od
Hongkong	10 a.m.	30.05	66	95	E	7	—
Victoria Peak	"	—	—	—	E	4	—
Gap Rock	"	30.00	—	—	—	—	—
Macao	"	—	—	—	—	—	—
Hai Phong	7 a.m.	—	—	—	—	—	—
Manila	10 a.m.	29.96	88	54	—	0	b
Malate	9 a.m.	—	—	—	—	0	b
Bacolod	"	—	—	—	—	0	b
Iloilo	"	29.98	81	—	—	1	o
Cebu	"	29.97	85	—	—	0	—
Cape S. James	7 a.m.	—	—	—	—	—	—

Post Office.

A Mail will close—

For Canton—Per *Hankow*, to-morrow, the 25th instant, at 7.30 A.M.
 For Swatow and Bangkok—Per *Wongkai*, to-morrow, the 25th instant, at 9 A.M.
 For Hoihow and Bangkok—Per *Keongwai*, to-morrow, the 25th instant, at 9 A.M.
 For Bangkok—Per *Chowai*, to-morrow, the 25th instant, at 9 A.M.
 For Manila—Per *Rosella Maru*, to-morrow, the 25th instant, at 10 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Doris*, to-morrow, the 25th instant, at 10.45 A.M.
 For Singapore, Penang and Calcutta—Per *Suitang*, to-morrow, the 25th instant, at 1 P.M.
 For Macao—Per *Heungshan*, to-morrow, the 25th instant, at 1.15 P.M.
 For Kuching and Samshui—Per *Tung-kong*, to-morrow, the 25th instant, at 3 P.M.
 For Swatow, Amoy, and Foochow—Per *Amoy Maru*, to-morrow, the 25th instant, at 5 P.M.
 For Canton and Penang—Per *Penang Maru*, to-morrow, the 25th instant, at 5 P.M.
 For Europe, etc., India, via Tientsin—Per *Oceanic*, on Wednesday, the 26th instant, at 11 A.M.
 For Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Tranmar*, on Wednesday, the 26th instant, at 11 A.M.
 For Shanghai—Per *Whampoa*, on Thursday, the 27th instant, at 4 P.M.
 For Tientsin—Per *Nanchang*, on Thursday, the 27th instant, at 4 P.M.
 For Ningpo and Shanghai—Per *Shansi*, on Thursday, the 27th instant, at 4 P.M.
 For Kaula and Sandakan—Per *Sandakan*, on Friday, the 28th instant, at 8 A.M.
 For Europe, etc., India, via Tientsin—Per *Oceanic*, on Saturday, the 29th instant, at 11 A.M.
 For Amoy and Shanghai—Per *Wongkai*, on Saturday, the 29th instant, at 11.30 A.M.
 For Shanghai—Per *Ningpo*, on Saturday, the 29th instant, at 11.30 A.M.
 For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Taiyuan*, on Tuesday, the 1st April, at 4 P.M.
 For Singapore—Per *Canton*, on Thursday, the 3rd April, at 11 A.M.
 For Kobe—Per *Chingfa*, on Saturday, the 5th April, at 4 P.M.

EXCHANGE.

Hongkong, 24th March.
 ON LONDON, Telegraphic Transfer, 1/19 1/2
 Bank Bills, on demand, 1/19 1/2
 Credits, 4 months' sight, 1/19 1/2
 Dividends, 4 months' sight, 1/19 1/2
 ON BERLIN, (demand), 1/19 1/2
 ON PARIS, Bank Bills, on demand, 2/25
 Credits, 4 months' sight, 2/28 1/2
 ON NEW YORK, Bank Bills, on demand, 4/32
 Credits, 30 days' sight, 4/32 1/2
 ON BOMBAY, Telegraphic Transfer, 1/33 1/2
 On demand, 1/33 1/2
 ON SHANGHAI, Telegraphic Transfer, 1/33 1/2
 Private 30 days' sight, 1/33 1/2
 ON YOKOHAMA, T.T., 1/33 1/2
 Sovereigns, Bank's buying rate, 1/11 1/2
 Gold Leaf 1000's per tael, 93/40
 Bar Silver, 93/40
 Dollars, 93/40

OPIUM QUOTATIONS.

Hongkong, 24th March.
 To-day's quotations are as follows:—
 BENGAL—New Patna, 90/7
 Old Patna, 90/7
 New Benares, 91/5
 Old Benares, 92/0 nom.
 MALWA—New, 91/0
 Last year's, 91/0
 2 1/2 years' old, 92/0
 3 1/2 years' old, 93/40
 Putterford, 94/0
 Persian—Superior drug was sold, 600

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 1,425, Lossius, Hongkong, Canton, and Macao Steamboat Co.
Ho-nan, British steamer, 1,377, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.
Powan, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,252, C. V. Lloyd, Butterfield & Swire.
Hoi-tong, Chinese steamer, 409 tons, Captain i.h.p., 16 guns, Capt. W. W. Hewett, on route Japan.
Tai-on, British steamer, 728, J. Lawrence, Tai On Steamship Co.
Pak Kong, British steamer, Kwong Wan S.S. Co.
Kong Nam, British steamer, T. Austin, R.N.R., Chinese Owned.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

Lungshan, British steamer, 1,417, G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.
Kiangtung, Chinese steamer, 523, R. J. Mackenzie, China Merchant Steam Navigation Co.

Canton and West River.

Nanning, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.
Sainan, British steamer, W. Dixon, Hongkong, Canton and West River Steamboat Co.

VESSELS IN PORT.

Steamers.
ANPING MARU, Japanese steamer, 1,053, K. Suzuki, 22nd Mar., Foochow 19th Mar., Amoy 20th, and Swatow 21st, General.—Mitsui Bussan Kaisha.
BABELSBERG, German steamer, 1,376, A. Beckmann, 17th Mar., Saigon 13th Mar., Rice and Flour.—Order.
BRAMH, British steamer, 2,316, Wm. Watt, 17th Mar., Moji 12th Mar., Coal.—Dodwell & Co., Ltd.
BRAND, Norwegian steamer, 1,519, John Thorsen, 15th Feb., Singapore 20th Jan., Timber.—Dodwell & Co., Ltd.
CHINA, German steamer, 1,100, E. Krubbe, 22nd Mar., Sourabaya 9th Mar., Sugar.—Order.
CHOWTAI, German steamer, 1,050, A. Müller, 15th Mar., Bangkok 8th Mar., Rice and Timber.—Butterfield & Swire.
DORIS, British steamer, 2,592, Harry Smith, R.N.R., 16th Mar., San Francisco 15th Feb., Honolulu 23rd, Yokohama 8th Mar., Kobe 9th, Nagasaki 11th, and Shanghai (Woosung) 14th, Mails and General.—O. & S. S. Co.
DORIS, Norwegian steamer, 905, K. Jacobsen, 14th Mar., Saigon 9th Mar., Rice.—Nam Wo.

ELG, Norwegian steamer, 703, A. E. Marcus, 10th Mar., Sourabaya 1st Mar., Sugar.—Order.
EMPEROR OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 18th Mar., Vancouver, (B.C.) 24th Feb., and Shanghai 15th Mar., Mails and General.—C. F. R. Co.
FUKUI MARU, Japanese steamer, 1,825, K. Ito, 19th Mar., Moji 12th Mar., Coal.—Dodwell & Co., Ltd.
HAICHING, British steamer, 1,267, W. G. Davis, 22nd Mar., Swatow 21st Mar., General.—Douglas, Lapraik & Co.
JACON DIERICHSEN, German steamer, 623, J. Schalkier, 8th Mar., Celeber 28th Feb., Wood.—Jebsen & Co.
KATY, Austrian steamer, 1,360, A. Vidossich, 26th Feb., Moji 20th Feb., Coal.—Sander, Wieler & Co.
KEONGWAI, German steamer, 1,115, F. Sleuss, 19th Mar., Swatow 18th Mar., General.—Melchers & Co.
LOYAL, German steamer, 1,237, F. Weidlich, 17th Mar., Sourabaya 1st Mar., Sugar and General.—Sander, Wieler & Co.
MATHILD, German steamer, 600, S. Witting, 20th Mar., Tientsin 14th Mar., General.—Chinese.
MAUSANG, British steamer, 1,644, W. D. Welsh, 19th Mar., Borneo 14th Mar., Timber and General.—Jardine, Matheson, & Co.
MEXICAN PRINCE, British steamer, 1,952, W. Penrice, 14th Mar., Singapore 4th Mar., Petroleum.—Meyer & Co.
MOHUT, British steamer, 2,354, D. Stuart Bailey, 21st Mar., Singapore 15th Mar., General.—Dodwell & Co., Ltd.
MONKUT, German steamer, 859, G. Gaische, 20th Mar., Bangkok and Kohsi-chang 14th Mar., Rice and Wood.—Butterfield & Swire.
OKO, British steamer, 1,299, W. Smith, 5th Feb., Singapore 26th Jan., General.—Dodwell & Co., Ltd.
PELAYO, British steamer, 1,100, Prynny, 21st Mar., Singapore 14th Mar., Kerosine.—Geo. McBain.
PETREARCH, German steamer, 1,252, H. Uecker, 20th Mar., Saigon 16th Mar., Rice.—Sander, Wieler & Co.
PROGRESS, German steamer, 687, H. Meyer, 15th Mar., Tourane 13th Mar., Ballast.—Siemssen & Co.
ROSETTA MARU, Japanese steamer, 2,402, N. Tate, 20th Mar., Manila 18th Mar., General.—Mitsui Bussan Kaisha.
SANDAKAN, German steamer, 1,374, A. Brandstetter, 16th Mar., Sandakan 11th Mar., Timber.—Melchers & Co.
SIMONGAN, Dutch steamer, 1,102, E. Farrell, 17th Mar., Samarang 6th Mar., Sugar.—Yuen Fat Hong.
SKARPSNO, Norwegian steamer, 1,130, H. Pedersen, 21st Mar., Bangkok 14th Mar., Rice.—Yuen Fat Hong.
SUISAN, British steamer, 1,770, E. J. Tadd, 16th Mar., Singapore 8th Mar., General.—Jardine, Matheson & Co.
SULBERG, German steamer, 782, J. Jensen, 22nd Mar., Haiphong and Hoihow 14th Mar., Rice and General.—A. R. Marty.
TETARTOS, German steamer, 1,578, W. Diuse, 18th Mar., Samarang 8th Mar., Sugar.—Siemssen & Co.
TRITOS, German steamer, 1,030, H. Clausen, 11th Feb., Saigon 6th Feb., Rice and Rice-meal.—Kong Fat.
WONGKAI, German steamer, 1,115, O. Koch, 18th Mar., Bangkok 12th Mar., General.—Butterfield & Swire.

Sailing Vessels.

DECCAR, British ship, 1,835, A. C. Barrett, 7th Mar., Mauritius 15th November, Coal.—Master.
EVIE G. RAY, American bark, 910, Kasten, 13th Mar., Rajang 18th Dec., Timber.—Sander, Wieler & Co.
MERZOK JOHANN ALBRECHT, German schooner, 701, Andersen, 10th October, Manila 6th Oct., General.—Master.
LEICESTER CASTLE, British ship, 2,000, R. D. Peattie, 4th Mar., New York 31st Sept., Case Oil.—Standard Oil Co.
LOTHIAN, Italian bark, 678, Borzo, 24th Jan., Callao 10th Nov., Sugar.—Carlowitz & Co.
VAIR OF DOON, British bark, 669, J. Petersen, 16th Dec., Rejang 18th Nov., Timber.—Sander, Wieler & Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, 24th March, 1902.
Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. S. E. Easinge, Hongkong.
Albion, 1st-class battleship, 12,900 tons, 13 guns, i.h.p., 16 guns, Capt. W. W. Hewett, on route Japan.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. W. Carey, Newchwang.
Arcturion, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Startin, Shanghai.
Argonaut, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Wei-hai-wei.
Astraea, 2nd-class cruiser, 4,360 tons, 7,000 i.h.p., 10 guns, Capt. C. J. Baker, Hongkong.
Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., en route Home.
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. F. H. Henderson, C.M.G., Amoy.
Bramble, 1st-class cruiser, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Hongkong.
Brisk, 3rd-class cruiser, 1,700 tons, 6 guns, 5,000 i.h.p., Commander E. H. Martin, Singapore.
Britannia, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Canton.
Cressy, 1st-class cruiser, 12,000 tons, Capt. Tudor, cruising.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Singapore.
Eclipse, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. R. H. Stokes, Hongkong.
Endymion, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, C.M.G., Amoy.
Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. W. Forbes, Chinkiang.
Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., Lieut. and Comdr. C. Mackenzie, D.S.O.
Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 360 i.h.p., Lt. and Comdr. Beaty Powall, Hongkong.
Glory, 1st-class flagship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. A. W. Carter, Hongkong.
Gothic, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Hongkong.
Hart, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 4,000 i.h.p., in reserve.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Comdr. G. C. Hardy.
Humbar, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.
Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 i.h.p., in reserve.

Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Capt. R. W. White, R.N., Hongkong.
Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Hongkong.
Otter, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 i.h.p., Lieut. and Com. C. P. Mansel, Hongkong.
Phaetor, sloop, 1,060 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Hankow.
Pigmy, 1st class gunboat, 750 tons, 6 guns, 1,200 i.h.p., Lt. and Comdr. A. H. Oldham, Singapore.
Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Hongkong.
Pluvier, 1st class gunboat, 435 tons, 6 guns, 1,300 i.h.p., Lieut.-Comdr. Watts Jones, Singapore.
Rambler, surveying-ship, 853 tons, 650 i.h.p., Capt. Morris H. Smyth, cruising.
Redpole, 1st-class gunboat, 805 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. C. F. Corbett, Singapore.
Robin, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut.-Comdr. G. G. Webster, West River.
Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Comdr. A. W. Hamilton, Hongkong.
Sandpiper, British river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lt.-Comdr. M. Lockhart, West River.
Smith, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. and Commander Dalgety, Yangtze.
Swift, 2nd-class gunboat, 750 tons, 6 guns, 870 i.h.p., in reserve Hongkong.
Taku, torpedo-boat destroyer, 250 tons, in reserve Hongkong.
Talbot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. F. G. Stopford, en route Japan.
Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.
Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.
Waterwitch, surveying-ship, 620 tons, 450 i.h.p., Lt.-Comdr. W. O. Lyne, Hongkong.
Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 6,000 i.h.p., in reserve.
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., in reserve Hongkong.
Woodcock, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. Watson, Kienkiang.
Woodlark, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.
 Torpedo-boats in Reserve Nos. 8, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 970 tons, Captain Heinrich, Singapore.
Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Capt. S. N. Sybrandt, Swatow.
Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossius, Swatow.
Leopard, Austrian cruiser, 1,600 tons, Captain Muller, Saigon.
Liberal, Portuguese gunboat, 58 tons, Comdr. José da Cunha Lima, Macao.
Maria Theresia, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Blesse, Saigon.
Pied Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,750 i.h.p., Capt. Jansen, Taku.
Zaire, Portuguese gunboat, 530 tons, Captain Mello, Macao.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.
Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Verslovsky, at Tientsin.
Alouin, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elksky, at Nagasaki.
Amour, Russian cruiser, 2,600 tons, Captain Barsch, at Japan.
Bobro, Russian gunboat, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Hongkong.
Dimitri Donskoy, Russian armoured cruiser, 6,000 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharov, Singapore.
Gaidamak, Russian gunboat, 400 tons; twin screw, 18 guns, 3,500 h.p., Capt. Serbrennikoff, at Taku.
Gremiatshy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Shanghai.
Koreyetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.
Manifouy, Russian cruiser, 1,253 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Shanghai.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.
Nayadnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.
Otuznyy, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coplanoff, at Shanghai.
Petrofavlouski, Russian battleship, 12,000 tons, Capt. Greavits, at Nagasaki.
Poltava, Russian battleship, 10,960 tons, 11,255 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki.
Rosla, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojoff, at Nagasaki.
Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.
Sevastopol, Russian battleship, 10,900 tons, 13,600 i.h.p., 16 guns, Capt. Melesky, at Nagasaki.
Silaleh, Russian gunboat, 4 guns, 1,200 h.p., Capt. Baranoff, at Nagasaki.
Sissol Veliky, Russian battleship, 8,800 tons, 14 guns, 8,500 i.h.p., Capt. Tarassoff, at Manila.
Stoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.
Suwanboi, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.
Varyag, Russian cruiser, 6,500 tons, 12 guns, Capt. Behr, at Nagasaki.
Vladimir Monomakh, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Singapore.
Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.
Vladnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulnia, at Taku.
Zabinka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(Cat and 2nd class).
Delphin, Russian torpedo boat, 350 tons, Capt. Novokovskiy, at Shanghai.
Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Janitchiki, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Kasinka, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.
Kli, Russian torpedo boat, 350 tons, Captain Kivarsky, at Shanghai.
Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.
Novorussk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.

Pedrosmit, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sitka, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Skat, Russian torpedo boat, 350 tons, Captain Smirnov, at Shanghai.
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sootchinka, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Sovm, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.
Sterlat, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA.

(SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 12 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
 * Flagship of Vice-Admiral Alexieff.
 * Flagship of Rear-Admiral F. V. Dubossioff.
 * Flagship of Rear-Admiral Renouff.

THE GERMAN SQUADRON.

Bussard, German cruiser, 1,574 tons, 8 guns, Comdr. von Hassewitz, at Practice.
 * *Fuerst Bismarck*, German flagship, 6,025 tons, 36 guns, Capt. Friederick, en route Woosung.
Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.
Geller, German cruiser, 4,600 tons, 8 guns, Capt. Bueger, at Shanghai.
 * * * *Hansa*, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Woosung.
Hela, German despatch-vessel, 2,000 tons, 12 guns, Capt. Rampold, at Woosung.
Herrlich, German cruiser, 6,100 tons, 30 guns, Capt. Derzewski, en route Japan.
Illis, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Stimmer, at Shanghai.
Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.
Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Foochow.
Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Stein, at Hongkong.
 * * *Kurfurst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Hollandoff, at Woosung.
Luchs, German gunboat, 850 tons, 10 guns, Comdr. Daehnhardt, at Shanghai.
Schwalbe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.
Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.
Tiger, German gunboat, 950 tons, 10 guns, Comdr. von Mittelstadt, at Kiauchow.
Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Holmeier, at Amoy.
Warth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.
K. F. Wilhelm, German battleship, at Nagasaki.
No. 90, German torpedo-boat, 320 tons, Capt. Hopfner, at Shanghai.
No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Pillen, at Shanghai.
No. 92, German torpedo-boat, 320 tons, Capt. Flunrich, at Shanghai.
 * Flagship of His Excellency Vice-Admiral Bendemann.
 * * Flagship of Rear-Admiral Geissler.
 * * Flagship of Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.
Amiral Charner, 2nd-class cruiser, 4,800 tons, Capt. Bahme, Saigon.
Bengali, 2nd class despatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.
Bugeaud, 2nd-class cruiser, 4,009 tons, 19 guns, 9,000 i.h.p., Capt. Defevre, at Shanghai.
Chassidoul, 2nd-class cruiser, 3,725 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Saigon.
Comete, gunboat, 600 tons, Capt. Leluel, at Canton.
Decette, gunboat, 699 tons, Capt. Leemee, at Hongkong.
 * *D'Entrecasteaux*, 1st class cruiser, 9,000 tons, 36 guns, 13,500 i.h.p., Capt. D. Fournel, Tonkin.
Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 63 i.h.p., Capt. L. de Saune, at Saigon.
Eure, Dispatch-transport, Captain Vallée, at Saigon.
Friant, 3rd class cruiser, 3,800 tons, Capt. Adam, at Amoy.
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku.
Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.
Lion, gunboat, 600 tons, 8 guns, 576 h.p., Capt. Becue, at Saigon.
Pascal, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Shanghai.
Styx, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Hongkong.
Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Shanghai.
Ville d'Alger, monitor, 944 tons, Captain Bommeur, at Hongkong.
Vihre, gunboat, 400 tons, Captain G. del Villeneuve, at Foochow.
 * Flagship of Vice-Admiral Courtejoles.

THE AMERICAN SQUADRON.

Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.
Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. C. Todd, at Manila.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.
Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,499 h.p., Comdr. S. W. Verry, at Shanghai.
Celle, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. F. Forst, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.
Culebra, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
Don Juan de Austria, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.
Glacier, U.S. supply-ship, Lieut.-Comdr. A. Mertz, at Manila.
Helela, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.
Iris, U.S. distilling-ship, 1,500 tons, 1,500 h.p., Capt. J. J. Meany, at Manila.
Isla de Cuba, U.S. gunboat, 1,100 tons, Lieut. W. J. Maxwell, U.S.N., at Hongkong.
Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Blacker, at Manila.
Kentucky, U.S. battleship, 11,500 tons, Capt. C. H. Stockton, at Amoy.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.
Marietta, U.S. gunboat, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Gheen, at Canton.
Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,